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Volume 11 / Issue 007 / February 2016

India

**TESTED**  
Mahindra KUV100



# MERC GLE COUPÉ

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**DRIVEN**

Toyota HiAce  
Bentley Bentayga



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**DRIVEN:** Huracán LP 580-2

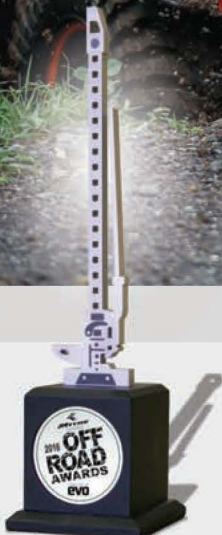






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# WELCOME

## Exciting Times Ahead

IT'S JUST THE BEGINNING OF THE YEAR AND NEW LAUNCHES HAVE already started with Mercedes first out of the blocks with the GLE Coupé on the 12th, the second in line being the compact KUV100 from M&M and the big burly SUV, Ford Endeavour, on the 20th. The first month has already witnessed three new launches and, with the Auto Expo 2016 round the corner, there is a lot to look forward to. The Indian automobile industry is set for exciting times in 2016.

With the new KUV100 M&M have pulled out all the stops and have produced a gem. The ride quality and NVH levels inside the cabin are very good, the quality of plastics marks a big improvement, though I won't call it class-leading, and I am not too sure about three people sitting in the front row — this is like motorcycle manufacturers making long seats to accommodate three people. The three-cylinder mFalcon D75 is refined and has very good power and torque delivery from 1,500 RPM onwards. With a starting price of Rs 4.42 lakh for the petrol version and Rs 5.22 lakh for the diesel one M&M have a winner on their hands.

The government should improve public transport and make it safe for women to travel by bus and metro. The infrastructure and roads need to improve as traffic congestion is one of the biggest causes for increasing pollution from automobiles. Similarly, the quality of fuel has to improve to bring down emission levels.

### ASPI BHATHENA EDITOR



## Why we are unique/different



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Unlike other automobile magazines, *Car India* is devoted cent per cent to CARS, SUVs and MUVs. There are no bikes or commercial vehicles to be found in *Car India*. Therefore, we have a very focused readership and also give our advertisers better bang for their buck!

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Our emphasis is on bringing out a quality, information-packed issue that does not rely on mere filling up of pages. We are not in competition with magazines that are in a page count race.

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# BULLETIN

AUTOMOTIVE NEWS FROM ALL OVER THE WORLD



## Extraordinary Executive Elegance

Thoughtfulness and technology converge in the all-new E-Class from Mercedes-Benz. The German heavyweight is ready for the next assault on the executive saloon segment globally



# THIS MONTH'S HIGHLIGHTS

## DETROIT UNVEILS

All the hot new cars and concepts from the North American International Auto Show **p10**

## NEWS YOU CAN USE

All the goings-on in the automotive scene. From cut-price S-Cross models to stone-laden Bentleys **p12**

## AUTO EXPO 2016

A quick preview of what to expect at the biggest automotive showcase we have **p16**



claimed 25.6 km/l and 102 g/km of CO<sub>2</sub>.

Mercedes' Dynamic Select offers five drive modes: Comfort, Eco, Sport, Sport+ and Individual to further fine-tune the car's dynamic characteristics. While there was news of new straight-six engines, Mercedes haven't confirmed anything. The 333-PS E 400 as well as the 258-PS E 350 d with a new 286-PS E 350 e hybrid model are next on the list. Of course, there will be more potent AMG models to follow as well as Coupé and Cabriolet versions.

The new E is equipped with steel suspension as standard, with the new Direct Control selective damping offering a choice of Comfort, Comfortable Avantgarde (lowered by 15 mm) and Sporty, which is also lowered by 15 mm and has adaptive damping as standard, replacing the previous sports suspension system. Alternatively, the Air Body Control, which packs multi-chamber air suspension all-round can also be specified. It is self-levelling and adjusts automatically at each wheel depending on vehicle speed and road surface.

Driver assist features are now more advanced and even more enhanced than before with some all-new inclusions raising safety standards. Drive Pilot (see box), Active Brake Assist with cross-traffic function, Active Lane-change Assist and Evasive Steering Assist are on the list.

Safety upgrades include a more advanced Pre-safe (see box), car-to-X communication, with COMAND Online handling connectivity and entertainment duties while the Burmester high-end audio system rounds off the equipment list.

Well, almost. Finally, we have the smart key that allows for digital access and also acts as a remote control for parking the car using the app. Overall, a lot of features that we can use on a day-to-day basis and many more for added comfort and safety. That's the new

MERCEDES-BENZ REVEALED THE ALL-NEW E-Class, the W213, to the world at the North American International Auto Show in Detroit. The new car raises the bar as regards features and equipment, more so in the autonomous assist department, while also packing updated engines.

Styling is akin to the C- and S-Class cars that it sits between and the W213 somewhat retains the split-headlamp design with the new Multibeam LED units, helping it distinguish itself from its siblings. The new E is touted as "the most intelligent business saloon" built with "sensual purity" as its design philosophy. The car has grown a considerable amount, with a length of 4,923 mm on a wheelbase measuring 2,933 mm.

The interior also benefits from several luxury features and creature comforts from the larger and more luxurious S-Class, including the twin 12.3" high-definition displays and Nappa leather upholstery. The seats are even plusher and the rear seat-back features a 40-20-40 split for added practicality. The LED ambient lighting now offers a choice from a selection of 64 shades.

On the engine front, the initial offerings will be four-cylinder units, one petrol and one diesel. The E 200 will have the same 1,991-cc motor we've become familiar with, with 184 PS and 300 Nm. The all-new E 220 d (see box) makes 195 PS and 400 Nm. The 9G-Tronic nine-speed automatic drives the rear wheels. The E 220 d delivers a

## PRE-SAFE

Mercedes' safety suite, Pre-safe, also gets more advanced with Impulse Side, part of the Driver Assistance Plus package, that can detect an imminent lateral collision and move the passenger away from the side by inflating an air chamber in the side bolster. Pre-safe Sound uses the audio system to deliver a high-frequency aural alert to warn the driver of a potential collision. Car-to-X communication, helping cars to communicate with other road-users, enables an advance warning to be delivered, if, for instance, a car has broken down round a bend ahead

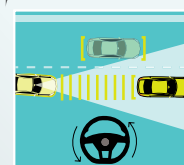
## THE NEW d FOUR



The big news is the arrival of an all-new diesel engine family. Displacing 1,950 cc, the new four-cylinder engine is more compact,

shorter and possibly even lighter. The spacing between cylinders has gone down from 94 mm to 90 mm. It delivers 195 PS and 400 Nm in 220 d guise, with a more powerful 250 d expected to follow

## DRIVE PILOT



Distance Pilot Distronic, the evolution to Distronic+ allows autonomous acceleration and braking for up to 210 km/h. It can follow

traffic and even go into standby for up to 30 seconds, making it a boon in stop-go traffic. At up to 130 km/h, it can function as part of a swarm, following traffic through a detour; for example, in a road works situation



# NORTH AMERICAN INTERNATIONAL AUTO SHOW, DETROIT



## Lexus LC 500

FROM CONCEPT TO production in four years, the new LC 500 sport-luxury 2+2 coupé made its presence felt. Sharp design and attention to detail in terms of maximum performance per inch are the highlights. Power comes from the 'F'-spec 5.0-litre naturally-aspirated V8 whose all-

aluminium design, incorporating 32 titanium valves and forged con-rods, focuses on durability and refinement. It delivers a peak 467 PS and 527 Nm, and is paired to a first-in-segment 10-speed automatic — driving the rear wheels — with closely-spaced ratios for seamless power delivery.

## Audi h-tron quattro Concept

A SOLAR-PANEL ROOF, THREE hydrogen tanks, 600-km range and 550 Nm of torque — that about sums up the h-tron quattro but only just. It represents the fifth generation of the group's fuel-cell technology and promises more stylish and practical zero-emission mobility. The 110-kW (150-PS equivalent) and 550 Nm

driveline can hit 0-100 km/h in less than seven seconds and go on to a governed top speed of 200 km/h. An on-demand temporary 100-kW (136-PS) boost from the lightweight Lithium-ion battery is also available. Full hydrogen refuelling takes about four minutes, after which the h-tron can travel up to 600 km.



## FIAT 124 Spider

IF THERE IS ONE FIAT THAT we'd love to see in India, it's this 124. Based on the Mazda MX-5 (Miata, if you will) the 124 Spider pays homage to its namesake original from 50 years ago and spells out affordable and fun drop-top motoring. Under the bonnet is

a 1.4-litre MultiAir turbocharged four-pot with 140 PS and 240 Nm paired to a six-speed manual transmission driving the rear wheels. There's also a double wishbone front suspension with a multi-link rear. Like we said, spells it out.



## Jeep Grand Cherokee SRT

A MAMMOTH SUV WITH A 6.4-litre V8 petrol sounds old-school, and it is, only in a contemporary package with modern creature comforts. There are very few cars today that deliver 467 PS from a V8 without blowers, but this big

16-valve HEMI does it and makes it look like business as usual while doing so; as if global warming and depleting natural resources were a myth. Also, it could very well be India's first official HEMI on sale this year.





## Acura Precision Concept

'PRECISION CRAFTED Performance': the mantra following which the Acura Design Studio in California developed this sharp new concept model. Sharp is right: the design uses straight lines and edgy highlights, not easily identifiable as a four-door. Honda's

new digital Human-Machine Interface (HMI) and race-inspired steering wheel, "floating" meter console and thin "floating" rear seats look like something out of a modern furniture catalogue. Clearly, we can mark this one out as a Honda of the future.



## VLF Force 1

HENRIK FISKER MAY HAVE BEEN facing action by Aston Martin for his design, but this Dodge Viper-based V10-supercar by VLF Automotive doesn't look anything like what rolls out of Gaydon. Underneath that artistic exterior lies a big natural V10 with 745 PS (100 more than the

Viper) and 865 Nm, with a claimed 0-100 km/h time of just three seconds. A six-speed manual drives the rear wheels, but an automatic option is available as well. A very limited number will be produced at an asking price of \$268,000 (Rs 1.75 crore) onwards.

## Genesis G80

NO, THIS ISN'T THE HYUNDAI Genesis. This is, in fact, not even the Genesis G90; it is the new G80, a re-faced Genesis sedan, smaller than the G90 they had shown last year. Power comes not from a 420-PS 5.0-litre V8, but from a 333-

PS 3.8-litre V6. While Hyundai have worked on a 365-PS twin-turbo V6, that will, in all probability, make its debut in the G90 first, before being offered in a higher-performance G80. That's what we think for now, anyway.



## Nissan Titan Warrior Concept

A BEHEMOTH IN FORM AND SPIRIT if ever there was one, the new Titan Warrior Concept shows just how good Nissan are at making their pick-up lines look good. Apart from the striking exterior design and that face is another highlight under

the bonnet: an all-new Cummins 5.0-litre V8 turbo-diesel making 300 PS and peak torque in the region of 750 Nm. So, then, the 'Titan Warrior' has the look and the heart to match its epic name. Let's hope we see a production version.



## WE HEAR



### Maruti Suzuki Altos Get Optional Airbag

Maruti Suzuki have announced that their best-selling Alto and Alto K10 are now available with optional driver-side airbag. Prices for the base Alto 800 with driver-side airbag start at Rs 2.62 lakh (ex-Delhi) and go all the way up to Rs 3.78 lakh (ex-Delhi) for the LXI CNG variant. The Alto K10 with driver-side airbag starts at Rs 3.45 lakh (ex-Delhi) for the base LXI variant and goes up to Rs 4.11 lakh (ex-Delhi) for the top-end VXI Auto Gear Shift variant.



### Renault-Nissan's One Millionth Vehicle

Renault-Nissan announced the rollout of their one millionth vehicle, a Nissan Micra, from the company's Oragadam facility in Chennai. The facility, which became functional in 2010, was further strengthened with an investment of Rs 160 crore. As of now, the company has grown to be India's second largest car exporter with more than 6,00,000 units shipped to 106 countries since 2010. During this period the annual production has risen from 75,000 units (in 2010) to over 2,00,000 in 2015.

## Mercedes-Benz Tops the Charts

THE LUXURY CAR SEGMENT IN INDIA WAS quite busy in 2015 as there were more than 30 luxury cars being launched in a single year. However, the company that posted the highest sale was Mercedes-Benz India (13,502 units). This figure is the highest for the company in India ever and 32 per cent higher than what they did last year. The year gone by also saw the company being aggressive in terms of its marketing and product strategy, launching 15 new cars within 2015.

Second in line were fellow German car-makers

Audi who sold 11,192 units in 2015 — a three per cent rise over 2014. Along with India, Mercedes also registered high sales globally with China contributing a large chunk. Mercedes' global sales rose by a whopping 13.4 per cent when they sold 1.87 million units worldwide. Audi too posted strong sales by delivering 1.8 million cars worldwide, a growth of 3.6 per cent.

BMW, another German giant, have not divulged any figures as yet, but we reckon that the Bavarian will not be far behind Mercedes and Audi.

## India to Move Directly to BS-VI from BS-IV

THE UNION MINISTRY OF ROAD TRANSPORT and Highways recently decreed that India would leapfrog the BS-V norms and move directly to BS-VI from BS-IV by 1 April 2020. The Ministry of Petroleum and Natural Gas has assured that BS-VI fuel will be made available across the country by that date. This follows the withdrawal of an earlier draft that suggested shifting to BS-VI after a switch to BS-V. Earlier, the Auto Fuel Policy had recommended implementation of BS-VI norms by 2024, which was advanced to 1 April 2021 and now stands further advanced to 1 April 2020.

The Ministry expressed its confidence that the Indian automobile industry would support the revised timeline with its technical competence and commitment to environmental welfare. However, in a recent media event, Vinod Dasari, President, Society of Indian Automobile Manufacturers (SIAM), expressed concern that this would be very difficult to implement, even though he said that manufacturers would try their best. He said that neither had any country jumped directly to BS-VI from BS-IV, nor had the move from BS-IV to BS-V to BS-VI been done in a total of less than 10 years.



## Stone Veneers for Bentley

BENTLEY MOTORS HAVE EXTENDED THE personalisation choices for their customers by offering a selection of stone veneers from Mulliner. Available for the Continental and Flying Spur in four exclusive colours — Galaxy, Autumn White, Terra Red and Copper — the use of this rare, lightweight material, formed over 200 million years ago, no less, lends the cabin an air of elegance previously unseen in the automotive sphere.

The slate and quartzite stone is sustainably sourced from handpicked quarries in Rajasthan and Andhra Pradesh in India. The sections of stone are split from larger pieces and cured using glass-fibre and a bespoke resin. Finally, they are shaped and hand-finished by Mulliner in Crewe. The stone surfaces of the veneers are just 0.1 mm thick, making them extremely light and translucent, allowing the elegant grain and pattern in the stone to be visible.

## Maruti Suzuki S-Cross Prices Reduced

IN AN ATTEMPT TO STRENGTHEN THEIR presence in the crossover segment, Maruti Suzuki have reduced the prices of the S-Cross compact crossover by Rs 40,000 to 66,000 on the DDiS 200 and Rs 2.05 lakh on all the DDiS 320 variants. The move comes as a result of stiff competition from the Hyundai Creta.

This price reduction now makes the DDiS 320 variants, powered by the 120-PS/320-Nm 1.6-litre turbo-diesel engine, even more affordable. This is also a means to push the sales of the more powerful variants, which accounted for just about 12 per cent, with the DDiS 200 variants making up the rest.

Maruti Suzuki also have the new Vitara Brezza

coming in, so it will be interesting to see how competitively their all-new compact crossover will be priced following its Auto Expo reveal.

The new pricing will see the DDiS 200 start at Rs 8.04 lakh for the base Sigma variant and Rs 10.59 lakh for the top-end Alpha variant. The DDiS 300 will start at Rs 10.23 lakh for the base Delta variant and will go up to Rs 12.02 lakh for the top-end Alpha, all prices ex-showroom Pune.







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Performance is more than what meets the eye in the Volvo V40 R-Design. Its sporty and road-hugging design with a range of features, make it a premium hatchback with a decidedly athletic look. Before you start driving it, the three-mode Adaptive Digital Display lets you tailor the drive precisely to your liking. And once you're on the road with it, the dynamic chassis takes cornering to another level. Indeed, it's a powerful experience, designed around you.

LUXURY HATCHBACK OF THE YEAR  
- FLY WHEEL AUTO AWARDS 2016  
ENTRY PREMIUM CAR OF THE YEAR  
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**V40 R-DESIGN**



CITY SAFETY: ACTIVE UP TO 50KM/HR



PEDESTRIAN AIRBAG - A WORLD FIRST



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\*Features and specifications will vary with different models. Some features and accessories shown may be optional and not standard. Colours may not match due to printing limitations.



## JUST LAUNCHED

We bring you the dope on all the latest cars that are in the news



### CHEVROLET BEAT

GENERAL MOTORS INDIA ANNOUNCED THE LAUNCH OF THE new Chevrolet Beat, priced from Rs 4.28 lakh to Rs 5.55 lakh (ex-showroom Delhi).

The new Chevy hatchback sports a fresh look, better safety features and is available in more colour options. It comes with a host of new features such as key-less entry, driver side airbag in the LT variant, and two new colours: 'Pull-me-over Red' and 'Satin Steel Grey'.

On the exterior, the headlamps get black accents, the tail-lamps sport a stylish design, the fog-lamps get chrome surrounds and the rear spoiler, LED inserts. Moving inside, the Beat gets steering-mounted controls, height adjustable driver seat and a new silver interior.



### MAHINDRA KUV100

MAHINDRA HAVE FINALLY LAUNCHED THEIR brand-new sub-four-metre compact SUV, the KUV100. Powered by a three-pot motor, available in petrol and diesel, the KUV is priced highly competitively, starting from Rs 4.42 lakh (ex-Pune) for the petrol variants and Rs 5.22 lakh for the diesel ones.

To know more about how capable this new compact SUV is, just turn over to page 50 to read our review.

### MARUTI DZIRE AMT

MARUTI SUZUKI HAVE LAUNCHED THE DZIRE with an AMT (Automated Manual Transmission), priced at Rs 8.39 lakh (ex-Delhi). This new DZire is the first diesel sedan from Maruti to feature an AMT. Mechanically, the car stays the same, which means that there is no change in the output of the 1.3-litre DDiS motor. The AMT-equipped DZire will only be available in the top-end ZDi variant featuring all the bells and whistles.



### FORD ENDEAVOUR

FORD HAVE FINALLY LAUNCHED THE NEXT generation of their premium SUV, the Endeavour, at a starting price of Rs 24.75 lakh. There are six variants in all, four powered by a 160-PS 2.2-litre in-line four turbo-diesel and the other two powered by the 3.2-litre in-line five motor; the former of which is available in 4x2 and 4x4 configurations with either six-speed manual or automatic gearboxes. The new Endeavour seems to be good value, as we found out. Read our review of the Endeavour 3.2 4x4 AT Titanium variant on page 56.

### MERCEDES-BENZ GLE 450 AMG 4MATIC COUPÉ

MERCEDES-BENZ INDIA HAVE LAUNCHED THE new GLE Coupé in its most powerful V6 guise, the 450 AMG 4MATIC, priced at Rs 86.4 lakh (ex-Mumbai). The new GLE Coupé is the sloping-roof four-door coupé iteration of the GLE-Class, set to take on the BMW X6 head-on. We recently road-tested this BiTurbo V6-powered SUV from Stuttgart. For the detailed road test review, flip over to page number 42.







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Sumo Victa,  
Scorpio,  
Thar, Safari.

## Ranger H/T

Innova, Audi Q3, Duster,  
Scorpio, Thar, Ecosport,  
Fortuner, Pajero Sport,  
Land Cruiser.



# Auto Expo 2016 Aims at 'Mobility for All'

## Eighty new vehicles expected to be launched

THE 13TH EDITION OF THE bi-annual Auto Expo will be held in the second week of February 2016. It will comprise the Motor Show at the India Expo Mart in Greater Noida from 4 to 7 February and the Components Show at Pragati Maidan, New Delhi, from 5 to 9 February. The Auto Expo, to be jointly organised by SIAM, ACMA and CII, has 'Mobility for All' as its theme this year.

The Motor Show 2016 will be spread over an area of 73,000 square metres (as compared to 69,000 square metres in 2014) and is expected to witness a footfall of seven lakh. Six new air-conditioned halls, spread over an additional 37,000 square metres, have been constructed this time. About 65 exhibitors will participate (as compared to 55 in 2014), with new entrants including Jeep.

About 80 new launches are expected to take place, with special emphasis on electric and hybrid vehicles, of which 40,000 units have been sold in India since the announcement of the FAME India scheme in April 2014.

Other noteworthy features of

this year's event will include a pavilion for vintage cars as well as driving simulators and a host of outdoor activities. A smartphone app will also be launched two weeks before the Show.

The Components Show 2016 will occupy an area of more than 80,000 square metres across 18 halls. About 1,500 companies (50 new entrants), including 900 from India, are expected to participate. There will be seven exclusive country pavilions for China, Canada, Germany, Japan, Taiwan, South Korea, and the UK, and about 15 countries are expected to send buying delegations. The exhibits will include dedicated pavilions for bearings and garage equipment as well as live demonstrations of advanced technologies.

For engineering students, a contest, 'Passion for Innovation', is also being organised. ACMA will also use the event to continue its campaign against counterfeit products through the "Asli Naqli" show.

Vinod Dasari, President, SIAM, expressed his belief that the Auto Expo "gives the much-needed



thrust to the industry in totality" and provides global exposure to the participating brands, and hoped that the Show would "be the harbinger of a strong and sustained revival in the fortunes of the auto industry". Arvind Balaji, President, ACMA, said that the auto component industry is "making a conscious effort to graduate from Build to Print to creation of Intellectual Property" in line with ACMA's theme of 'Make Quality & Technology in India'.

Chandrajit Banerjee, Director General, CII, described the Show as a "unique and special show" where the number of exhibitors has grown from 152 to 1,580 over 30 years. Deep Kapuria, Chairman, Trade Fair Council, CII, felt that R&D and innovation would drive the growth of the automotive sector and would facilitate a more collaborative approach among component manufacturers, OEMs, machine tool suppliers, and raw material suppliers.





# PREVIEWING THE 2016 AUTO EXPO

A look at some of the new metal expected to arrive at our biggest automotive showcase



Audi R8: the next-generation everyday sports car



Honda BR-V: more than an MUV, but not yet an off-roader



Mercedes-Benz GLC-Class: the C-Class gets its GL prefix



Audi A4: all-new, cleaner and more contemporary



Jaguar XE: the Brit assault on the luxury sedan segment



Renault Duster: New face, same values



BMW 7 Series: will it be the new benchmark?



Jeep Wrangler: iconic badge. Iconic design. Coming soon



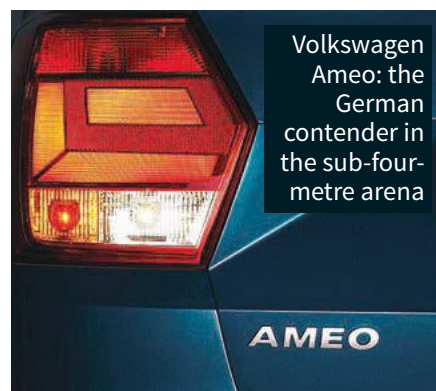
Toyota Innova: the much-loved MUV finally gets a makeover



Datsun Go-Cross Concept: the next avatar grows tougher



Maruti Suzuki Vitara Brezza: the new compact crossover



Volkswagen Ameo: the German contender in the sub-four-metre arena



## SMART FEATURES FOR SMARTPHONE USERS

JVC/KENWOOD has introduced its 2016 line-up of products (JVC and KENWOOD) with a number of new and useful features for the young generation that mostly uses smartphones

### KENWOOD

**KENWOOD'S FLAGSHIP MODELS** for 2016 are equipped with a lot of exciting features targeted at the youth and smartphone-users.

The units support Android Auto and Apple Car Play so that both Android and Apple users can connect their smartphones. Two phones can be connected to the unit for hands-free operation, and high-quality third-generation Bluetooth 3.0 allows CD-quality music streaming for the iPhone. Dual USB with maximum 1.5A output helps to charge up to two smartphones. For Double DIN Audio units with Bluetooth, built-in NFC (Near Field Communication)



technology helps to connect to NFC-enabled devices with a single touch. Additional features include Sound Elevation, Time Alignment, and a 13-band graphic Equaliser.

The full flat design with Capacitive Touch gives the familiar feeling of a smartphone. "Air Gesture" makes it convenient to operate the unit without actually touching the screen. The units include built-in Garmin Navigation Engine (incidentally, this is the 10th anniversary of the Kenwood-Garmin collaboration) and Dual Camera Input with Guidelines for a comfortable and safe journey in the car. Direct OEM Steering

Remote Function is available for most Japanese/Korean cars, and high/mid-high range units feature "Air Mirroring" that mirrors your smartphone on the head unit (this feature requires an additional Wi-Fi Dongle from KENWOOD).

Another new product introduced recently is Drive Assist Camera Solutions (Drive Recorder), which is a GPS-integrated dashboard camera with full HD recording, built-in G-Sensor, and automatic recording function.



▲ Made for India

### JVC

**JVC'S TOP-END MODELS** include many state-of-the-art features. These units support Apple Car Play that allows you to transfer stuff from your iPhone to the units, while JVC Smartphone Control App helps to display the video image of the Android phones on the unit. BT Hands-Free Profile 1.6 helps to have crystal-clear voice quality. In addition to this, the new range of JVC speakers is perfect for factory replacement as they are

efficient units, tough enough to handle add-on amplifiers, and include a new sub-woofer Base Tube that takes you to a different level of the listening experience.

The units incorporate K2 technology, JVC/KENWOOD's original technology for enhanced digital sound quality. Time Alignment is an innovative feature that compensates for the gaps in timing when sound from each speaker reaches your ears by adjusting speaker delays as per the

distance of each speaker from the listening position as entered by the user. USB charging with 1.5A output makes it easy to charge your smartphone. Direct OEM Steering Remote Function is supported by most Japanese/Korean cars. Furthermore, the display has the key panel completely blacked out when the unit is switched off, which makes it look as if the unit has been removed from the vehicle.





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## ► TINTED WINDOWS

I am a keen automobile magazine reader and I enjoy reading *Car India*. I have a question to ask regarding window tint. What kind of window tint is allowed on cars and what is not? I am not very clear on this matter and would like to know.

**Anish Menon, Bengaluru**

**Dear Anish,**

*Currently window tinting of any sort is not allowed in India. Therefore, anything other than absolutely clear windows can be penalised by the police.*

## ► CONTAGIOUS WANDERLUST

Your Spiti Escape story last month was as gripping as it was refreshing. It is stories like this one that inspires one to head out and that is exactly what I did the following weekend. My enthusiasm got the better of me and I successfully convinced my friends to join me on a drive to coastal Konkan. Thank you for sharing your experience. Keep up the good work and may your wanderlust take you places.

**Gaurav Verma, Mumbai**

**Dear Gaurav,**

*We are glad to learn that you enjoyed our travelogue and that it inspired you to take to the road yourself. We hope you had a great drive.*

## ► IS THE NISSAN GT-R INDIA-BOUND?

I have been following *Car India* on the social media and the web for a while now, and pick up a copy whenever it arrives at the local newspaper stall. I'm

happy to see how helpful you are when people like me come to with queries, and I was hoping you could help me with something too. One of my friends was telling me that he read somewhere that the legendary Nissan GT-R is coming to India soon. Is this true? And if it is, at what price? Will Nissan's Indian company be able to handle the

## GET IN TOUCH



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service and spares since there's nothing as technologically advanced in their showrooms as of today?

**Hunaid Merchant, Hyderabad**

**Dear Hunaid,**

*We actually discussed this in our cover story for the January 2016 issue ("New Cars for 2016"). While we still have no official confirmation, it is a likely proposition and the GT-R may even be showcased at the forthcoming Auto Expo 2016. We expect the range to begin just shy of Rs 1 crore (ex-showroom). We are sure that if Nissan do bring the car here, they will equip their service centres and engineers with the knowledge and expertise required.*



## letter of the month

### RECOMMEND A DIESEL SEDAN

I am a regular follower of your online activity and magazine and have particularly been checking of late because I intend to replace my 2004 Hyundai Accent Viva CRDi that has done almost 2,00,000 kilometres. While it still runs well, the suspension and engine overhaul expenses have been estimated at a price that doesn't agree with my reasoning. I looked at a few cars but was taken aback by current prices. When I bought my Viva CRDi, it cost me Rs 7.5 lakh on road. Now, for the same money, I can barely get a Hyundai Grand i10 top-end model. What has happened to car pricing? Inflation seems to have increased prices and

decreased dimensions. What diesel sedan would you recommend within a budget of about Rs 6.5 lakh?

**Bhushan Bhosale, Pune**

**Hello, Bhushan,**

*You are absolutely right: inflation has affected the market in the 11 years since you bought your car. You won't get a diesel sedan for Rs 6.5 lakh, but you may look at the Ford Figo and Toyota Etios Liva as options in the hatchback segment. If you're willing to stretch your budget to about Rs 7.5 lakh, you have the Honda Amaze diesel and the Ford Figo Aspire to choose from as well.*





# Mark Walton

THE CRITIC

‘Maybe Bugatti will develop a partially autonomous car that takes control once the driver has passed out’

**FIFTEEN HUNDRED** horsepower?! The recently announced Chiron, Bugatti's Veyron replacement, will have 1,500 metric horsepower (PS) apparently (or 1479.28994082840237 British bhp — I can see why they went with the PS figure). Really? Is that necessary? It begs the question — again, the same question we asked when the McLaren F1 came out, then the Veyron, the P1 and the LaFerrari and the Koenigsegg One:1 etc, etc, etc — where's it going to end? Two thousand horsepower? Three thousand?

I'll tell you where it'll end: at the Vanishing Point. Who remembers 'Slam'n Sammy' Miller and his famous rocket dragster of the 1970s and '80s? He was a hero of mine back in my teenage years, every since I discovered he strapped himself into his car (called Vanishing Point, please keep up) then pressed a button to release the rocket fuel and passed out because of the brutal G-force. He would wake up after the parachutes had been deployed, a quarter of a mile down the road. We told stories at school about how his nose and ears bled every time he drove the car.

I don't know whether any of this is true; back then, 'Slam'n Sammy' and his Chevy Vega-based rocket car were as much a myth as they were the science of burning military-grade hydrogen peroxide fuel. You could have told me Miller's rocket was stolen from an

experimental Soviet space shuttle, found abandoned on the dark side of the moon, and I would have lapped it up.

There's evidence that he did pass out: in Cole Coonce's 2002 book, *Infinity Over Zero*, Miller's friend and fellow drag racer, Brent Fanning, is quoted as saying, 'He [Miller] had the brake handle rigged with a brass knuckle type grip (it was a push brake), so his hand would stay on the brake should

second. So Bugatti has a way to go yet.

What's remarkable is that Miller wasn't in California or some Texas sports arena — he set that record in the United Kingdom, at a miserable grey airfield near the village of Podington, about 24 kilometres from Bedford, also known as Santa Pod, Britain's premier drag-racing venue since 1966.

And you can still watch it on YouTube. Not sure if it's the

was killed in an oil-field explosion in West Texas, aged 57. Shame — if he were still alive today he'd probably be a special guest at the Festival of Speed, blowing all the windows out of Goodwood House as he celebrated 40 years in the record-breaking business (Miller's first rocket car, the first rocket-powered Funny Car in the world, was called the 'Spirit of '76'). (He drove it in 1976. Oh, please keep up.)

Anyway, all of this came to my mind when I heard about the 1,500-PS Chiron. Maybe, in a few years Bugatti will develop a partially autonomous car, which takes control once the driver's passed out during a 0-100 km/h acceleration? Three thousand, 4,000 PS... where will it all end? It was estimated that Vanishing Point had 20,000 PS. But, maybe, that was a myth too. CEM

MYTH OR NOT, WHAT IS ABSOLUTELY BEYOND DISPUTE IS THAT SAMMY MILLER AND VANISHING POINT SET THE FASTEST QUARTER-MILE TIME EVER RECORDED ON A DRAG STRIP, ANYWHERE ON EARTH

he black out when the car ran out of fuel, which it had been calculated to do at just past the 1/8th mile. Then the deceleration would move his arm and brake handle forward, applying the brake... thus slowing the car until he regained consciousness.'

What a way to earn a living.

Myth or not, what is absolutely beyond dispute is that Sammy Miller and Vanishing Point set the fastest quarter-mile time ever recorded on a drag strip, anywhere on earth. In 1984 he did a quarter mile — accelerating from 0 to 620 km/h — in just 3.58 seconds. The 0-60 time has been calculated at 0.16 of a

period video quality or Podington itself that's so grainy, but if you search for 'Sammy Miller 1984' you can clearly see Miller leave the start-line like an elastic band flicked across a room. I can't find any footage of him being lifted from the car at the end of the runway, eyes half closed and covered in blood. If any reader was there in the 1980s and can confirm the myth, please write in. If none of this is true, just keep it to yourself.

Sadly, Miller died in 2002. When he wasn't driving a dragster, he ran an oil firm, called Applied Force. He



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Great things happen when your senses are awakened. And the Zica does that in seven different ways. When it comes to the Zica, every bit is a feast for the senses. All seven of them.

Join us as we take you on a journey across Zica's sensory landscape.





# SIGHT



## 01

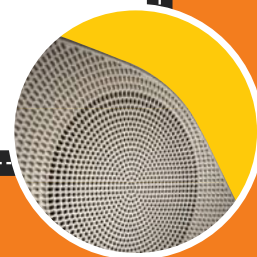
### Impact Design.VR Drive. More than meets the eye.

Immediate impact at first sight. Lasting impact over time. With a design philosophy this strong, a simple video just doesn't cut it. To truly experience the awesome Zica, you need a delivery medium that is equally amazing. Enter the Virtual Test Drive that elevates the simplicity of 2D video into an immersive 3D experience. Now you can experience Zica's IMPACT Design Philosophy, first-hand. Be there, even when you aren't.

## 02

### Anthem. The soundtrack of a new generation.

Every warrior needs an anthem. As you prepare to take on the corporate jungle, make the Zica anthem with its infectious groove, the theme song to your conquests. Just press play on the Harman™ system and let the beats of this anthem pump you up for every challenge that lies ahead.



# SOUND

## 03

### The Zica Signature Fragrance.

The scent of youth

Remember your first day at work? The stars in your eyes and the zip in your stride. The Zica Signature fragrance distills that feeling into a bottle. Like the Zica itself, this perfume is designed for the go-getter who is all about being young, fun, and full of energy and freshness. Just one whiff and you're ready to take on the day with energy like never before.



# TASTE

## 04

### The Zica Chocolate.

Success is its own reward.

We get it. Life isn't just about the big achievements. It is also about the little victories. Like taking the stairs instead of the elevator. Or sitting through a three-hundred slide presentation. For days like these, we have the Zica chocolate. Go ahead, reward yourself. After all, you've earned it.

## 05

### ConnectNext Infotainment.

Next is just a touch away.

2016 is the age of smart. From phones to kiosks, everything has an IQ to speak of. The ConnectNext Infotainment System delivers the entire world at your fingertips. With a single touch you can access music, directions and pretty much any other control you'd expect. Add to that the JukeCar\* app that allows multiple users to play their songs through Bluetooth. Because a smart world demands a car that's equally smart.



# TOUCH

# INTUITION



## 06

### 22 Intelligently designed spaces.

A new dimension in design.

Step in and you'll find everything within reach. Exactly where you want it. From the cup-holder to the glove compartment, every single one of the 22 utility spaces is designed to be intuitive. It's almost as if you know where something is going to be, before you see it. Need quick-access pockets for change? Got it! Need a smart space for your smartphone? Yup! This is ESP (Extra Sensory Perception) or sixth sense, applied to make your life inside the car more intuitive than ever before.

## 07

### Zica. The balance you were searching for.

Test-drive the Zica and you'll realize how it brings life into balance. Turning the key puts all your senses into overdrive. And when the car is in motion, it leaves worries and miles behind without you ever knowing it. When all other senses are satiated, you are at complete peace with yourself. This is true Equilibrium. You might know it by its other name. Nirvana.



# EQUILIBRIUM



# ELECTRIFIED AUDIS: THE SHOCK OF THE NEW

**Making your car's primary motor electric is just the beginning. Audi are working on e-turbos, electromechanical anti-roll bars, dampers that recuperate energy... and the ultimate stop-start**

Story: CJ Hubbard Illustration: Aeriform

## INCREASING THE LEVEL OF

'electrification' in cars is moving far beyond replacing the dirty old internal combustion engine with batteries and an electric motor. Premium car-makers such as Audi are hurrying to upgrade their on-board electrical systems in order to

support additional hardware that tantalisingly promises not only improved efficiency but increased performance for petrol and diesel models as well.

Electric turbocharging is the limelight-friendly poster child for this process. Already shown on the TT Clubsport concept and RS5 TDI technology demonstrator pictured here, it's easy to see the benefit of spinning up a turbo without recourse to exhaust gases; instead of having to wait for the necessary build-up of pressure you can just turn it on, like a light switch. But doing so requires extra electrical power, hence the importance of 48-volt automotive electrical systems. Capable of handling four times the juice of current 12v set-ups and working in cahoots with a tiny lithium-ion battery, 48v offers the opportunity to electrify unexpected elements of the suspension too, in addition to delivering next-level 'mild hybrid' stop-start functionality via the use of a 'belt starter generator' in place of a conventional starter motor.

More fuel savings, more performance and a sharper chassis: can it possibly be true?

Volkswagen Group certainly think so, and are keener than ever to prove their engineers can do more than write clever emissions code. The Bentley Bentayga already features 48v electro-mechanical active anti-roll technology, and Audi expect to have their version of this technology in showrooms alongside electric turbocharging next year. Ingolstadt is also exploring the potential of electro-mechanical rotary dampers for application further down the line. Maybe, the pessimists will be driving electric cars – of sorts – earlier than they thought.

2

### 48V 'MILD HYBRID' WITH BELT STARTER GENERATOR

'Mild hybrid' is another term for stop-start.

48v will nearly double the capabilities of next-gen 12v systems by saving 0.7 litres of fuel per 100 km, recuperating up to 12 kW of energy and coasting for up to 30 seconds without troubling the spark-plugs. Besides, it will be smart enough to adapt to different situations: smooth restarts as you pull away from grandma's, or abrupt power-ups to help make that roundabout gap. The clever belt starter generator is fast-acting, not having to wait for the engine to be fully stopped before restarting, unlike today's systems

1

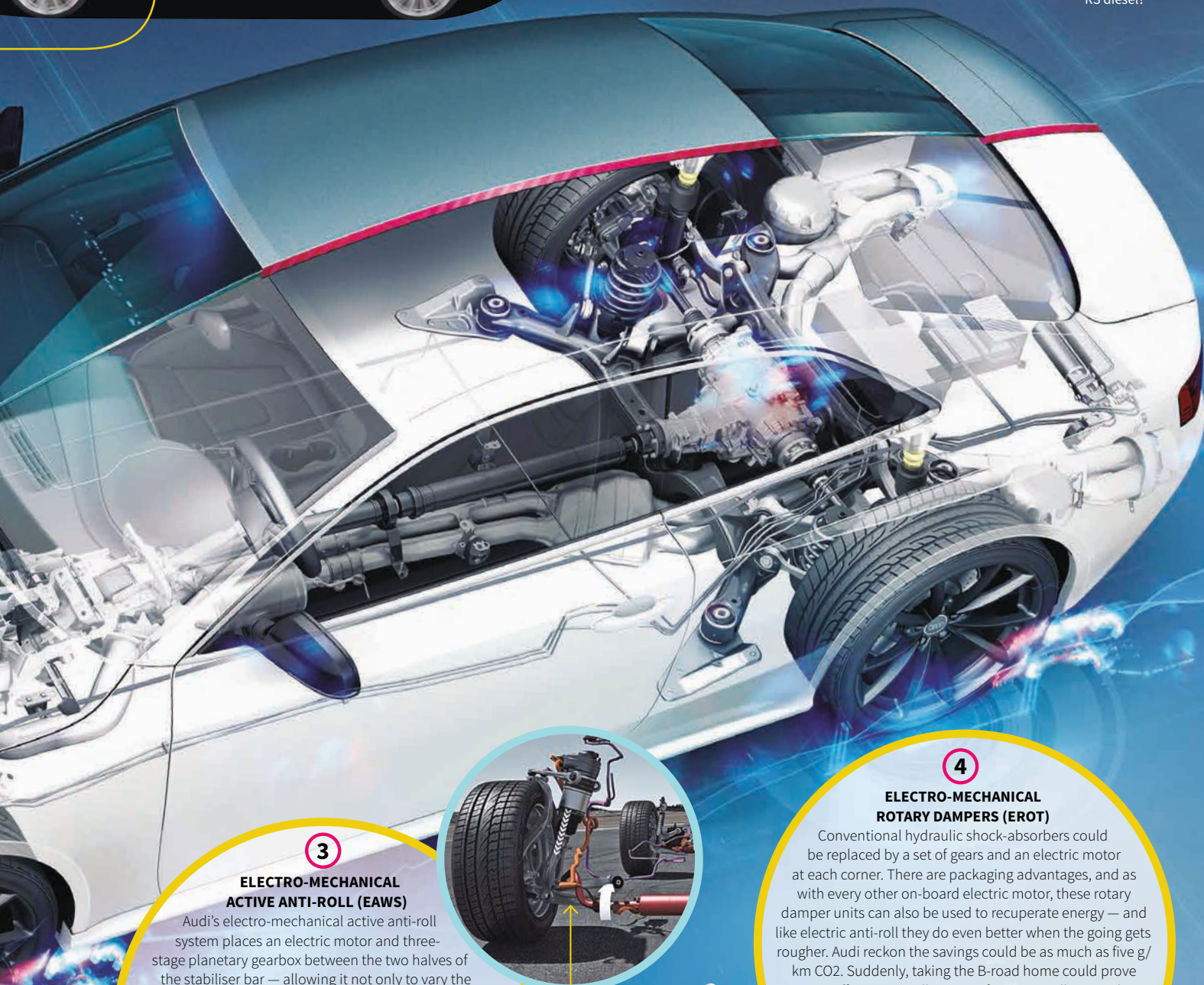
### ELECTRIC TURBOS

The problem with conventional turbochargers is lag: they can't boost engine airflow until there's sufficient exhaust pressure to spin the turbine. To overcome this low engine-speed problem, Audi plan to add an electric turbocharger, which can start compressing air in as little as 250 milliseconds. Added to conventionally blown six- and eight-cylinder twin-turbo engines, Audi hope to eliminate lag, deliver more explosive standing start performance and reduce the number of times you reach for a downshift





▼ Thanks to e-turbocharging, RS5 TDI-e produces 750 Nm at just 1,250 RPM. Could this tech unlock the first RS diesel?



3

### ELECTRO-MECHANICAL ACTIVE ANTI-ROLL (EAWS)

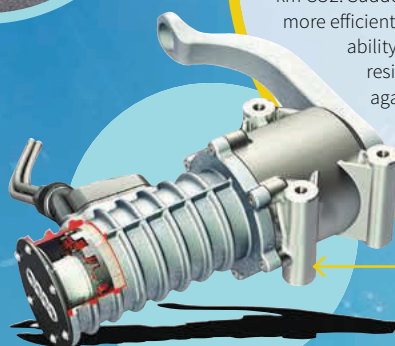
Audi's electro-mechanical active anti-roll system places an electric motor and three-stage planetary gearbox between the two halves of the stabiliser bar — allowing it not only to vary the amount of anti-roll the bar generates, to help level the car under a variety of cornering scenarios, but also decouple the two sides when no anti-roll capability is required, to boost comfort. So far so conventional. The difference is that the electric motors double as generators to recuperate energy as well as consume it, making them much more efficient. On a bumpy road, they become practically self-sufficient, saving fuel. They also operate at lower speeds and without the additional maintenance and environmental impact of hydraulic fluid.



4

### ELECTRO-MECHANICAL ROTARY DAMPERS (EROT)

Conventional hydraulic shock-absorbers could be replaced by a set of gears and an electric motor at each corner. There are packaging advantages, and as with every other on-board electric motor, these rotary damper units can also be used to recuperate energy — and like electric anti-roll they do even better when the going gets rougher. Audi reckon the savings could be as much as five g/km CO<sub>2</sub>. Suddenly, taking the B-road home could prove more efficient as well as more fun, especially since the ability to instantly vary the electric motors' resistance can help balance compliance against body control to an extent that is simply not possible today. The bad news is that eROT is still at the prototype evaluation stage.





## CRANKSHAFT

Also commonly referred to as 'crank', the crankshaft is one of the most crucial components in an engine which is responsible for converting the reciprocating linear motion of the piston into rotational motion to send power to the transmission. It has 'crankpins' or additional bearing surfaces whose axis is offset from that of the crank, to which the 'big ends' of the connecting rods from each piston are attached. It has to be machined precisely, and has to withstand tremendous force. Crankshafts are often forged, but high-performance cranks are billet, or machined from one piece of metal.



## CONNECTING ROD

The metal arm so called because it connects the piston to the crankshaft with the help of small-end and big-end bearings. These are not rigidly fixed at either end, because the angle between the con rod and the piston changes as the rod moves up and down and rotates around the crankshaft, converting the reciprocating energy into rotational energy.



## PISTON

A piston is a moving component of reciprocating engines, among other mechanisms, that is contained within a cylinder and made gas-tight by piston rings. In a combustion engine, its purpose is to transfer the force from expanding gas in the cylinder to the crankshaft via a connecting rod. Pistons can be cast or forged and are usually constructed using cast iron or an alloy of aluminium and silicon. In both cases, the latter is used in high-performance applications. A eutectic piston is fairly common today. The term points to the use of 12.5 per cent of silicon in its construction. A hypereutectic piston uses as much as 18 per cent silicon.



## AIR CONTROL

FOR EFFICIENT AND CLEAN FUEL COMBUSTION, THE FUEL MASS injected must always be precisely matched to the air mass entering the engine cylinder.

With the help of mass air flow sensor, the electronic engine control registers the exact air mass entering the combustion chamber. By means of corresponding control interventions it matches exhaust-gas recirculation and the fuel mass injected in such a way that engine running is always economical, clean and powerful.

The turbocharger raises the air pressure and thus increases the air mass in the cylinder. Exhaust-gas recirculation, which mixes a defined amount of exhaust gas with the air via the exhaust-gas recirculation valve, reduces the share of oxygen in the cylinder. This reduces the combustion temperature so that fewer nitrogen oxides are generated.

Customer benefits include minimal emissions, lower fuel consumption and a corresponding reduction in CO<sub>2</sub> output as well as driving fun with higher torque.





## TOP DEAD CENTRE (TDC)/BOTTOM DEAD CENTRE (BDC)

TDC refers to the point when the piston has reached its maximum travel inside the engine cylinder, that is, when the crankshaft cannot push it any higher. Post TDC, the piston begins moving down. Similarly, the lowest point of the piston inside the engine cylinder is called BDC; that is, when the piston cannot go any lower and starts coming up again.

## COMPRESSION VOLUME

The volume of the combustion chamber inside the cylinder that remains when the piston is at TDC is called the compression volume. This is the area in which the charge, that is, the mixture of air and fuel, is actually ignited to deliver the power stroke. Petrol engines have a curve in the cylinder-head design to allow for room for the spark-plug, whereas diesel engines have a concave crevice in the piston head.

## SWEPT VOLUME

The total volume of the combustion chamber inside the cylinder when the piston is at BDC is called the swept volume. It represents the maximum amount of charge (air and fuel mixture) that a cylinder can contain. The combined swept volume of all the engine's cylinders is the displacement, and is measured in cubic centimetres (cc) and litres or cubic inches (ci) in the US. The volume of a cylinder is determined by its bore (diameter) and stroke length.

## COMPRESSION RATIO

The ratio of swept volume to compression volume is the compression ratio. Petrol engines usually have a compression ratio of 6.0:1 to 12.0:1 or higher; the latter used in high-performance engines. Some of Mazda's Skyactiv engines have a compression ratio of 14.0:1, the highest of any production car engine. Diesel engines use a much higher ratio, 15.0:1 or higher. This is because the compression ignition system depends on the heat generated and does not use spark-plugs.

## FLYWHEEL

It is a heavy metal disc attached to one end of the crankshaft to increase its rotational inertia, thereby smoothing its power flow. A better balanced engine, such as a straight-six, makes do with a low inertia flywheel, while a three- or four-cylinder motor may need a higher inertia flywheel.





FIRST DRIVE

Bentley Bentayga

# World's Fastest Lorry

**So said Ettore Bugatti of the Bentleys of the 1920s.  
What would he have made of the 608-PS, 301-km/h,  
Rs 1.6-crore Bentayga, the world's fastest SUV?**

Story: Georg Kacher |





M

ARBELLA, SPAIN. 'WOULD YOU drive this hard if this was your own vehicle?' Bentley chief Wolfgang Dürheimer is not amused. What's irking the man are the smelly drifts of smoke rising from all four brakes at a coffee stop. 'Better take it to the next village and back for a cool-down drive.' Yes, sir!

A few clicks down the road the brakes begin to recover but there's no smoke without fire, and in this case the issue is the Bentayga's 2,422-kg kerb weight and the mighty thrust provided by the latest iteration of Bentley's 6.0-litre W12 TSI engine. Why steel brakes? 'Because the carbon ceramic brakes are not ready yet,' admits senior engineer Rolf Frech. So Bentley's first SUV can give its brakes a hard time, but, perhaps, this apparent failing is instead a triumph — after all, aren't steaming anchors proof of a driver having fun?

Truth is I am having fun — even as the brake pedal travels closer to the firewall, its bite giving way to a determined but less fierce hold, not once do we over-shoot an apex or run out of road. This surprisingly benign at-the-limit attitude comes courtesy of an active body control system, BDR (Bentley Dynamic Ride). Explains Frech, 'Unlike other mostly hydraulically-operated applications, BDR is powered by an electric motor capable of responding a lot faster. Since BDR saps a fair bit of energy,

the Bentayga uses 48-volt electrics. In combination with the air suspension and the adjustable dampers, the electro-mechanical anti-roll bars are key to the best-in-class vehicle dynamics and controllability.'

Best in class means better than Porsche's Cayenne Turbo S and the BMW X6 M, and despite its cathedral-like stance, vast proportions and grandma-would-love-it detailing, the Bentayga is right up there and a proper driver's car: fast and involving. Turn-in is sharp and devoid of excessive body-roll, early understeer or a wayward rear end. Even when cornering noisily along the limit of adhesion, the heavyweight SUV remains flat and composed, stable and attentive. And yet the ride is superb, though bested by the latest Audi Q7. How come? Because dealing with 301 km/h requires, among other things, tyres with stiff sidewalls and a taut suspension tuned for stability. So BDR is the Bentayga's secret weapon, a notion confirmed when a software glitch momentarily deactivates the system and the sure-footed crossover becomes a ponderous colossus. But the steering is good, too: linear, precise and responsive. True, there are equally gifted SUVs down a good stretch of road, but they all lose their ride comfort when asked to go at ten-tenths. Not so the remarkable Bentayga.

Naturally, the price is equally remarkable; £160,200 (Rs 1.6 crore) unadorned by a single cost-option. You'll need another £4,520 (Rs 4.5 lakh) for All-terrain Specification >

▼ Tim Birkin wouldn't approve, but then he wasn't trying to run a business



# FIRST DRIVE

## Bentley Bentayga



(Responsive Off-Road Control, top-view cameras and underbody protection), a further £3,925 (Rs 3.9 lakh) for City Specification (park assist, pedestrian warning, reverse traffic warning and traffic sign recognition) and £5,900 (Rs 5.9 lakh) for the Touring Specification complete with adaptive cruise control, head-up display, night vision and lane assist. Racking up £50k (Rs 50 lakh) in options is, as you'd imagine, child's play. And that's before you get into the personalisation options afforded by such 'must-haves' as the picnic hamper set or the carbon-fibre styling and anodised demi-black brightwork kit which gives the Bentayga a batmobile touch.

Money-no-object clients who order special paint, bespoke leather and high-end sounds should brace themselves for a total in excess of £225k (Rs 2.25 crore).

A less expensive Bentayga with a V8 engine (in petrol, diesel and plug-in hybrid forms) will follow, but for now the only available powerplant is the re-engineered 6.0-litre W12 with cylinder deactivation, direct and indirect fuel injection and a start-stop system which cuts the engine long before you come to a halt. Fuel consumption is down 11.9 per cent to a highly theoretical 7.7 km/l, while torque rises to 900 Nm (on tap from 1,350 revolutions per minute). Power, 608 PS, is only 27 PS short of the mighty Continental GT Speed. The transmission comprises an eight-speed auto and four-wheel drive, helping the Bentley to 100 km/h in four seconds flat, its rivals from Munich, Stuttgart and Solihull hot on its heels. Beyond 280 km/h, though, the Bentayga is without peer, thanks in part to the remarkably slippery drag coefficient of just 0.24.

There's little to write home about in a Bentley that's good on road, but what about off it? Bentayga sits on the same long-wheelbase platform as the Audi Q7, and they also share the same Drive Dynamics Control/Drive Select concept. The base model lets you choose from Sport, Comfort, Bentley (what Messrs Dürheimer and Frech think is best for you) and Custom. All Terrain spec adds four more programmes: snow and grass, dirt and gravel, mud and trail, and sand. Despite hill descent control and the height-adjustable suspension, dedicated off-roaders should neither opt for the boy-racer styling kit nor for the exposed 22-inch rims.

From memory, the Range Rover is a much better mud wrestler than the Bentayga, but in truth both cars are happier on tarmac, and in this environment the Bentley is a very compelling proposition, and several leagues above the stodgy Touareg V8 TDI or the now-defunct 12-cylinder Audi Q7. Opt for Sport mode, switch off the ESC — a seven-second push, until a second yellow warning light

▲ Q7-esque rear end has all the shape and tension of a baggy sofa

▲ Room enough for big Georg, though he and the W12 proved a stern challenge for the Bentayga's brakes

### BENTLEY BENTAYGA

#### PRICE

£160,200  
(Rs 1.6 crore)

#### ENGINE

5,950 cc 48v  
twin-turbo W12,  
608 PS at 5,000 RPM,  
900 Nm at 1,350 RPM

#### TRANSMISSION

Eight-speed  
automatic,  
four-wheel drive

#### PERFORMANCE

4.0 seconds 0-100  
km/h, 301 km/h, 7.72  
km/l, 292 g/km CO2

#### WEIGHT

2,422 kg

#### ON SALE

Now

► Object may be approaching at 301 km/h

appears — and pull the gear-lever down into M for manual. Now an empty roundabout is all it takes to re-acquaint yourself with the throttle-induced torque vectoring and power oversteer, and from now on every sighted second-gear bend is an invitation to paint the tarmac black.

True, Bentayga isn't the only slide-meister in the big-money SUV segment. Range Sport SVR, X5 M and Cayenne GTS are equally talented figure skaters, and they do sound more enthusiastic doing so than the monosyllabic Bentley. 'Wait a minute,' intervenes former Porsche R&D honcho Rolf Frech. 'To dial in higher cornering speeds and louder exhaust notes is not rocket science. But the typical Bentley customer is a style-conscious connoisseur, not a rich hooligan. Which is why our set-up can never be black and white. A Bentley must incorporate the best of all worlds.'

Judged thus, the Bentley is an impressive compromise. It's always honest and transparent, its movements are progressive and predictable, and the electronic assists take a back seat when you're feeling playful, the car's cornering attitude receptive to your steering and throttle inputs. But you'll need to be quick to catch the heavy, distant tail, and only a slow-in, fast-out methodology prevents front tyre meltdown.

There was something else, was there not? Ah, yes, the design. An early Donckerwolke, so to speak, but not exactly Luc's best effort. Although the marque has a new top talent, Sungyup Lee, who penned the EXP 10, the EXP 9 concept that previewed the Bentayga was brash and overly glamorous. Nevertheless, the response from customer clinics was wildly enthusiastic, which explains why the interior was transferred virtually unchanged to the production model, and why the exterior underwent only minor alterations. The 'olde worlde' styling still seems a little uncomfortable in its own skin, but I'm told it grows on you...

As usual, Bentley's pricing is ambitious. While two ashtrays and a cigar lighter are a steal at £440 (Rs 44,000), collectors are being invited to pay some £110k (Rs 1.1 crore) for a Tourbillon clock by Breitling. Four such timepieces are being assembled by the Swiss master craftsmen each year, and the option is one clue as to the market's hunger for Bentayga. Another is that the next year's production run, some 5,500 units, is already spoken for. **gear**







At the heart of the image

# D750

## I AM FEARLESS



Body MRP: ₹ 1 34 450.00



FULL FRAME



WI-FI



TILTING SCREEN



MEGAPIXEL



1080/60P



ENGINE



### D7100

Body MRP: ₹ 66 450.00  
Body + 18-140mm lens  
MRP: ₹ 84 950.00



### D7000

Body MRP: ₹ 49 450.00  
Body + 18-140mm lens  
MRP: ₹ 64 950.00



### D5200

Body MRP: ₹ 28 450.00  
Body + 18-55mm lens  
MRP: ₹ 33 950.00



### D3200

Body MRP: ₹ 23 250.00  
Body + 18-55mm lens  
MRP: ₹ 28 950.00

Price quoted is for one unit of product. MRP inclusive of all taxes. Accessories shown above are only for reference and not provided with the product.

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FIRST DRIVE

## Lamborghini Huracán LP 580-2







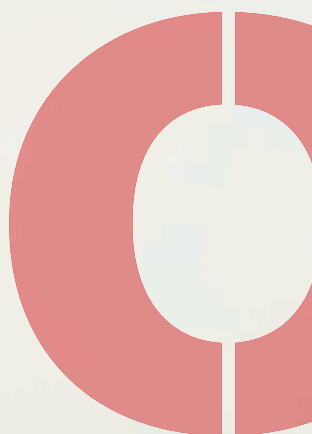
Meet the LP 580-2, the lighter, less expensive, rear-wheel-drive version of Lamborghini's V10 supercar. They call it 'entry-level'. We call it the Huracán we've been waiting for

Story: Georg Kacher Photography: Wolfango Spaccarelli

# THE PERFECT STORM



## Lamborghini Huracán LP 580-2



**ON THE ONE HAND, THE LP 580-2 IS A** Huracán with the propshaft and front diff removed. The net result is, funnily enough, a cheaper (*sic*), lighter (by 33 kg), simpler version of Lamborghini's V10 supercar. So this is the new 'entry-level' Lambo, and as such — and to preserve the LP 610-4's modesty — Sant'Agata has also seen fit to modestly de-tune the V10 here, though 580 PS means 0-100 km/h is still only the work of 3.4 seconds (3.2 seconds for the LP 610-4). So far so predictable, except that the LP 580-2 is also more oversteer-biased and, in the words of boss Stephan Winkelmann himself, nothing less than 'the purest expression of a Lamborghini to date, and a serious car for serious drivers'. Still thinking entry level?

It would be fair to describe chief test pilot Mario Fasanetto as a serious driver and, so far at least, he seems pretty enamoured of the LP 580-2. I'm in the passenger seat and for now at least Fasanetto is playing things straight.

'For the moment let's take it easy. Vehicle DNA in Strada, ESP untouched, auto transmission,' he mutters as we sail serenely across the Sant'Agata plains to the Vignola foothills. But when we stumble across a meandering FIAT Doblo there isn't a moment's hesitation: Fasanetto pushes accelerator to bulkhead. Hell breaks loose. In a heartbeat the double-clutch 'box kicks down no fewer than five gears — five! — and the V10



► Subtle styling changes have — quite appropriately — ramped up the aggression



goes from background hum to almighty yell. Revs soar and, with a subtle but tangible smearing of the rear tyres, we launch past the Doblo as if it's flat-out in reverse. That full-throttle squirm, deftly countered by Fasanetto before it's even begun, says it all: this is a different animal from your dad's four-wheel-drive, play-it-safe Huracán LP 610-4. Instead, I'm looking at the now slightly blurry world through the windscreen of a street-legal Super Trofeo clone, a 580-PS road racer with a live-wire rear end and, it will transpire, a pretty addictive character blend of ability and angst.

Moments later the fit is over and we're back in sixth then seventh, that rippling muscle pack of a motor relaxing from butt-kicking aggression to pat-on-the-shoulder friendly.

'It's a safety thing,' explains Fasanetto of our arguably slightly over-the-top descent from seventh to second. 'In auto

▼ V10 pegged back a little here, but you'd better have some skills before complaining 580 PS ain't enough



mode, full throttle signals that the driver demands maximum performance: that is what he gets. In manual mode, gear changes require a pull at either paddle as a rule — the car will not do the job for you.'

In built-up areas the beast happily sorts itself out, accelerating softly, shifting up early and saving a drop or two of Shell's finest by falling silent at red lights. The latter is a source of enormous disappointment to the kids at the roadside kindergarten, so we fire the V10 back up, wait a few car lengths after red changes to green, and then give it stick. This ancient ritual remains as popular as ever here in rural Italy, where Schumacher remains a local hero and every second motorcycle rider wears a yellow-over-blue number 46 Valentino Rossi livery.

So far then, glimpses of the two-wheel-drive Huracán's wild side. But today's itinerary will offer the scope for a forensic examination. We're following the shakedown route Fasanetto plotted a couple of years ago for the Aventador. It's a comprehensive collection of the worst of all topographic worlds: half-finished resurfacing work, deep grooves embossed by generations of passing buses and trucks, soap-like glassy tarmac peppered with random gravel and countless corners of all shapes and radii.

We push from Strada into Sport. In the 580-2, this adds a pinch of *peperoncini* to proceedings. In our test car (which is fitted with adjustable dampers, the dynamic >





## WHEN LESS IS UNDOUBTEDLY MORE

**Peugeot 106 Rallye**

We're talking about the series one car here — no electric windows and no central locking for a fighting weight a shade over 800 kg. Steel wheels and a 101-PS 1.3-litre four. Pure as the driven snow.

**Porsche 911R**

Set to be unveiled at the Geneva show but the fight to buy one has already begun: turbo-free 3.8-litre 991 GT3 flat-six, manual gearbox, unfussy cockpit and GT3-style (but narrower) centre-lock wheels. Delicious.

**Ferrari F360 Challenge Stradale**

Lightweight, race-tuned version of the 360 looks subtly superior to the standard car on paper — in reality it's at least twice as good, with a blueprinted engine ferocious enough to make babies cry three counties away. Values currently soaring like a helium-filled vulture.

**Caterham 160**

Kei Caterham lacks power and grip, but the two remain in perfect balance. Net result is an affordable and hugely engaging driving experience.

steering system and wider 20-inch wheels — all optional switching to Sport also stiffens the ride and sharpens the turn-in response. The effect on the car is marked, with oversteer in any of its myriad forms an ever-present option — in Sport you really do get what you wish for. Most usefully on the road, you can adopt a subtle tail-out stance with ease, either by powering on or lifting off, take your pick. This attitude is particularly easily provoked on cold tyres, suspicious surfaces and on the way into tricky bends. Want even more drama? Then hit the silver ESP switch, and be ready. Now stability control has gone fishing and your every move has the potential to scare oncoming traffic, lesser passengers and, should the worst come to the worst, yourself. Today is going to be a fun day...

This Huracán does without four-wheel drive, but that's about the only concession the buyer who has just saved something like £27k (Rs 27 lakh) over the LP 610-4 must make. All the other spine-tingling, grin-inducing, heart-stopping ingredients are still there, and in full force. Like the palm-rubbing steering wheel in furry alcantara, the entirely unambiguous jet fighter controls on the centre console, and the XXL-sized paddle-shifters attached to the column, not the helm. The infotainment is relatively up-to-date — not yet virtual cockpit-style, but better than all previous Audi-sourced efforts. Still present is the glaring mix-and-match instrumentation, which can generate more colours than a Missoni sweater configurator, more readouts than an Airbus A320 cockpit and more functions than an Apple watch. Subtle it is not, but the full-sized rev-counter and the prominent gear indicator in particular do get their messages across loud



and clear. The digital speedometer, on the other hand, is so busy counting up and down in doubles and trebles that it struggles to deliver a reading.

As before, the cabin's a tight fit for bigger drivers, but the pain turns to pleasure the moment you lift the red cage and prod the starter. New Porsche 911? McLaren 570S? Ferrari 488 GTB? Great cars, but in terms of combustion chamber music, nothing — repeat: nothing — beats a naturally-aspirated high-performance engine, particularly one with 10 cylinders and an intake system like an octopus. You may catch yourself doing silly things in the LP 580-2. Things like revving the V10 from idle to 5,000 RPM in empty underground car parks, or shifting down three gears — *bam-bam-bam* — in a 60-mph (96-km/h) zone, just for the heck of it. Or keeping the V10 charging

▲ Little has changed in here, though drive mode select on the wheel now accesses more fun





## LAMBORGHINI HURACÁN LP 580-2

### PRICE

£160,000 (estimated)  
(Rs 1.6 crore)  
(Rs 2.99 crore,  
ex-showroom, Delhi)

### ENGINE

5,204 cc 40v V10,  
580 PS at 8,000 RPM,  
540 Nm at 6,500 RPM

### TRANSMISSION

Seven-speed  
dual-clutch auto,  
rear-wheel drive

### SUSPENSION

Double wishbone  
front and rear,  
adaptive dampers

### PERFORMANCE

3.4 seconds 0-100  
km/h, 320 km/h, 8.47  
km/l, 290 g/km CO2

### LENGTH/WIDTH/ HEIGHT

4,459/1,924/  
1,165 mm

### WEIGHT/MADE FROM

1,389 kg (dry)/  
aluminium and  
carbon-fibre

hard through fourth gear down an avenue of trees, to see their fallen leaves soaring skyward in your sonic wake.

Does it feel any less of a car than the 610? Hardly. Despite that car's quantifiable take-off advantage, the lighter 580 is barely slower to 100 km/h and top speed is down just five km/h to 320 km/h. Fuel consumption is on a par, which means you really don't want to know. And whenever you find yourself thinking about the missing horsepower, you need only consider the reduced weight, the less nose-heavy 40:60 weight distribution, and the fact that all that torque is no longer wrestling the front wheels.

The Gallardo LP 550-2 was a bit of a beast, raucous and uncompromising in every respect, uninterested in maintaining any kind of balance and so sharp it should have carried a warning. While it's tempting to consider the LP 580-2 in the same terms, in truth the new car is nothing like as hard work. Indeed, the 580's ride is more compliant than the LP 610-4's and, when you press on, Lamborghini promise a smoother, more progressive breakaway...

'We adapted springs and dampers,' explains Fasanetto. 'We also recalibrated the anti-roll bars to bring the handling characteristics more in line with those of an entertaining but safe high-performance sports car. Although the 20-inch wheels provide a more attractive stance, vehicle dynamics are better balanced on the 19s.' To dial in exactly the right amount of traction, slip angle and sidewall stiffness, Pirelli developed a new P Zero. Certainly there's admirable grip and real transparency at the contact-patches.

So the LP 580-2 is a riot on the road: exuberant like a Lamborghini should be, and alive in a way the LP 610-4

isn't always. And on track? The Autodromo di Bologna is a small but challenging circuit hidden away behind age-old screens of vineyard and farmland. Although the longer of the two straights is good for 225 km/h with plenty of margin for error, the most rewarding section consists of three consecutive third-gear corners. What mode to best attack this complex? 'Try Sport and switch off the ESP,' suggests Fasanetto as he climbs out of the hot seat. 'For full sideways action, select the Corsa drive mode. Good luck!'

In a nutshell, Sport doesn't quite do the trick. The front end just doesn't bite as I need it to, especially when the apex is paired to even the mildest of elevation changes. Safe but frustrating understeer prevails just long enough to stop the V10 really overwhelming the rear Pirellis. Even though the handling balance is undoubtedly more playful now through the third-gear esses, too little is happening, and too late. So close and yet so far...

During a cool-down lap, ego overrules good sense. I decide to try to ignore the knee-deep gravel traps, the slippery kerbs and the sceptical face of a watching Fasanetto. Setting DNA to Corsa is all it takes to reduce driver support to a pair of quick arms, an attentive right foot and an alert, almost hyperactive mind. Let's try again.

Lift-off on turn-in duly upsets the balance, shifts the car's weight away from the apex and makes the momentarily light rear end step out at the first serious stab of throttle. Do it properly and the reward is a long, smooth slide accompanied by a melodious squeal, a swoosh of black tyre marks and the realisation that this, finally, is the car the Huracán was always meant to be. **CAR**



# TOYOTA HiACE

## EPITOMISING LUXURY AND COMFORT



Unveiled at the Auto Expo 2014, and later at the 4th Bus and Special Vehicle Show in 2015, the HiAce is aiming at those who seek to travel in luxury.

Story: Anirudh Raheja



**D**ELHI-BASED MANN Tours and Travel Services Pvt. Ltd. (MTTSL) have nine Toyota HiAces in their fleet. These have been a part of MTTSL's luxury van and

coach fleet from 2012, and are aimed at those who are seeking luxury travel. Reflective of the changing market preference, the HiAces that MTTSL has in its fleet are a far cry from the original HiAce that debuted in 1967. These are fifth generation models. Available as a cab over pick-up, delivery van, as a stretched commuter vehicle, and as a camper van, the first generation HiAce was designed as a commuter vehicle capable of transporting up to eight people. The exterior dimensions and engine displacement were in compliance with Japanese Government regulations. The engine was installed underneath and between the front passengers.

Even in the current generation HiAce, the engine is installed underneath and between the front occupants. Debuting in 2005 as a wider and longer wheelbase wagon, and also in a high-roof 'Grand Cabin' form, the big change over the earlier generation model was the placement of the gearshift lever on the dashboard. This was done to enable easier movement. Assembled in Portugal, Phillipines, South Africa, Thailand, Pakistan, Malaysia, and Vietnam apart from Japan, the HiAce in many parts of the world is available as a mini-van, van, mini-bus,

pick-up, cab and an ambulance. More than six million HiAces have been sold since its introduction in over 140 countries. In India, Toyota Kirloskar Motor (TKM) showcased a HiAce at the Auto Expo 2014. The vehicle was also displayed at the 4th Bus and Special Vehicle Show in 2015.

### CONSERVATIVE-LOOKING YET ELEGANT

From the front, the HiAce comes across as a conservatively styled yet elegant looking van. It even looks a shade bulky with that high roof. The clear lens wrap around lamps complement the grille, and present the front a touch of elegance. If the creases break the monotony of the large front panel, the deep bumper with a wide air dam does a good job of masking the bulk. Walk over, and it is aptly clear that this is not a small van by any measure. The HiAce measures between 4,695 mm and 5,380 mm depending on the version chosen. It measures between 1,695 mm and 1,880 mm in width, between 2,245 mm and 2,285 mm in height. It measures between 2,570 mm and 3,110 mm in wheelbase. The normal body, high roof version in question measures 4,695 mm in length, 1,695 mm in width and 2,245 mm in height. The wheelbase is 2,570 mm and the ground clearance is 195 mm. Riding on 15-inch wheels and 215/75 R15 tyres, the HiAce, from the side, looks more elegant than it does from the front. The cab forward stance does add a touch of aggression. The sheer

size, refusing to fade out of the memory. The rear-view mirrors mounted on the A-pillars continue to grab attention. They accentuate the looks of the van. Adding to the elegant look of the van, and keeping the sides from looking bland, a shoulder-line runs from the front door to the rear lamp, and under the door handles. The rear door (only on the left) is of the sliding variety, and allows access to the passenger compartment. It extends all the way up to touch the 'rain gutter'. Below, it goes down to the level of the 'running board'. Powered by an 'easy closer' door function, it does not take as much effort to close the large door. If the door is left partially open, the 'easy closer' function automatically shuts it.

The rear is made up of a large tail gate. The flat-back is not as inspiring. It instead hints at the utility status of the van, albeit in an elegant manner. Vertical tail lamps are built into the respective pillars. A ladder to the right side of the tail gate provides access to the roof.

### LUXURIOUS INTERIOR

Step inside, and the leather upholstered captain chairs attract. The cabin (passenger compartment) is spacious and roomy. Capable of seating seven people (HiAces with MTTSL that can seat 10 and 12 people), the light grey coloured trim accentuates the beige leather upholstered seats and the roof section. Large grab



▲ HiAce looks modern and contemporary and offers extremely generous space and commendable levels of comfort



▲ Cabin seats seven passengers in comfort, more than adequate head-, leg- and elbow-room on offer



▲ Functional layout of the dashboard and convenient gear-lever make it a nice position to be in



## FEATURE

### Toyota HiAce

handles draw attention. Also does the soft lighting. It adds to the ambiance.

Of the seven luxurious seats across three rows, four are 'powered' captain seats. The three third row seats are 'fixed'. The two captain chairs in the front row can swivel up to 180 degrees. Those occupying this set of chairs can thus face the rest of the occupants and not feel left out. The second row seats also swivel. Considering the plush environment and the level of comfort the HiAce's cabin offers, it does not take long to understand why this van is a hit among corporate companies and luxury travel seeking families and friends. If the two rows of swivelling seats can turn the van's cabin into a small meeting room, the manner in which the first row seats swivel, they make it easier for aged people to get in and get out. Head room, legroom and shoulder room is in ample supply. The seats themselves are highly supportive and comfortable. The reclining features on the four captain seats makes them supremely comfortable.

A partition between the driver's cabin and the passenger compartment ensures that meetings can be conducted without disturbance, and in silence. The cabin is well insulated. The driver's cabin is also well insulated. It is comfortable, and equipped with fabric seats for the driver and co-passenger. An amount of space in the driver's cabin is taken up by the engine cover; it is mounted such that the box built on the top of it is placed between the driver and co-passenger seats. The driver can store nick-nacks in this box. The dashboard is simple and straightforward in its construction. The quality of plastics is good. The four-spoke steering wheel resembles

that of the Corolla. The 2-DIN music system too. The parking brake is located besides the dash mounted gearshifter. The steering is collapsible. There are two SRS airbags and a reverse camera. It aids to reverse the 'big' van into the parking slot.

#### THE DRIVE


Powering the HiAce is a 145-PS, 2,982-cc, 1KD-FTV in-line four-cylinder common-rail diesel engine with variable geometry turbocharger and an intercooler. Exerting a good pull, the engine generates 145 PS at 3,400 RPM and a maximum torque of 300 Nm between 1,200-2,400 RPM. The van, weighing close to two-tonnes, feels agile. It picks up speed well. The four-speed automatic transmission does a fair job of routing power to the rear wheels. Interestingly, the van does not feel as heavy or as big to drive. Equipped with Vehicle Stability Control (VSC) and Hill-start Assist Control (HAC), the commanding seating position with a good view ahead makes it easy to manoeuvre the HiAce. The controls are well placed and the rear view mirrors add to the visibility.

Speeds in excess of 100 kmph are easily achieved, and with a sense that there's more power in reserve. On an open road the HiAce cruises at good speeds, the engine turning at a fair pace. In the city, the size of the HiAce makes it a bit of a chore. However account for the large dimensions, and the fact that the driver is sitting on the front axle, and it is easy to pilot. A quiet and vibration free cabin makes the drive comfortable. It presents a feeling of driving a car rather than a van. The power assisted steering is light. At speeds it feels a bit light, but offers a good

feedback none the less. The ride over a variety of surfaces is pliant. The suspension, consisting of double wishbone and stabiliser bar at front, and leaf spring at the rear, does a good job of soaking the irregularities.

When it is time to shed the speed, the brakes exert a strong bite. Equipped with ventilated disc brakes at front and drums at the rear, the braking under a variety of situations inspires confidence. The HiAce features ABS, Emergency Stop Signal and Brake Assist (BA) and a Brake Override System (BOS). The 70-litre fuel tank presents the big van with a good travel range.

#### IN INDIA

The HiAces Mann has in their fleet are Completely Built Units (CBUs). If the industry sources are to be believed, Toyota Kirloskar Motor (TKM) is looking at CBU imports to address the growing need for niche transport applications in the form of 10-seater and 12-seater HiAce. On the radar are five star hotels, premium schools and corporate travel companies, claim sources. For the HiAces that are already running on Indian roads, TKM is known to provide the needed support. With the need for quicker turnaround and an ability to derive more gains in the wake of the considerable investment, it is Toyota's pursuit for quality that makes the HiAce appealing. "We turned to the HiAce as it is a competent vehicle. Also, Mercedes-Benz has stopped importing the Viano van", said Parmjeet Mann, Director, MTTSL. She did not reveal what it cost to buy a HiAce. What she mentioned instead is that the typical hire charge for the HiAce is Rs 60/km. 



▲ Good comfort and grip from the 215/75 R15 tyres



▲ Stacked tail-lamp cluster in the rear pillar

#### TOYOTA HIACE

##### PRICE

Rs 30 lakh (estimated)

##### ENGINE

2,982 cc, in-line four, turbo-diesel

##### TRANSMISSION

Four-speed, automatic, rear-wheel-drive

##### MAX POWER

145 PS @ 3,400 RPM

##### MAX TORQUE

300 Nm @ 1,250-2,400 RPM



▲ Clear-lens head-lamps with a chrome surround look as elegant as they are functional



▲ Four captain seats are powered and can be swivelled, allowing for easier access



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# CONVERGENCE

**Big, curvy, star-studded and, did I mention big? The new GLE Coupé, which mixes every flavour Mercedes have, is a cocktail of metal, style and technology that never fails to assert itself. How does it perform? We put it to the test**

Story: Jim Gorde Photography: Sanjay Raikar









I

T'S A DIFFICULT JOB.

Multi-tasking is one thing, but managing different profiles and being good at it requires a completely different level of commitment. That's what happens when you want to combine sports-car dynamics with SUV capability. It's like trying to mate a cheetah to a shark to create a really fast alligator-like amphibian that can swim as well as sprint without losing control. BMW tried it with the X6, and the first one, that was infamously styled, didn't quite deliver 100 per cent on either front. The second-generation car fixed a lot and was a capable machine indeed, and Mercedes-Benz took notice.

The GLE-Class replaced the ML, and the GLE Coupé is a sloping-roof coupé-styled by-product which, thanks to several design elements, manages to have an enviable stance and impressive road presence wherever it goes. The large front grille with a single

chrome slat, an expanse of a bonnet with matte black gills, 'AMG' badging on the panels (we'll get to that later) and, needless to say, the roof-line that drops sharply and ends with 'GLE 450' and '4MATIC' badging without any mention of 'Coupé'.

Few cars identify themselves as competition for a specific model as clearly as this one. The GLE Coupé would fit into the BMW X6's silhouette, tyres and all. The flared wheel-arches house massive 21-inch wheels wrapped in Pirelli P-Zero rubber: 275/45 fronts and 315/40 rears. There is more under the skin than is first apparent. The GLE Coupé is larger and more spacious on the inside too. More importantly, this is a Mercedes-Benz with AMG inputs. So it has Benz luxury and AMG sport credentials, but isn't an out-and-out track monster.

The interior thoroughly impressed me. The quality of leather on the seats and around the cabin, together with the complementing wood trim, with the COMAND interface and information displays, all provide a posh feel



that is amplified by the quality of cabin insulation. Be it road noise or boisterous traffic, hardly any sounds made their way into the cabin. The auto-climate kept the ambience cool to suit the mood as well. Ambient lighting is another cool feature, though, unlike the S-Class, it gets three selectable colours with five intensity levels.

The flat-bottomed steering wheel with chunky grips and paddle-shifters all add to the sporty quotient, as does the Dynamic Select knob. It offers one of five settings, including an 'Individual' and a new 'Slippery' mode along with Comfort, Sport and Sport+. This new mode auto-activates when you hit the button to raise the suspension. Interesting.

At the rear, the sloping roof deceptively hides headroom, unlike its competitor. There is enough room for two, even three adults, with part of the headliner almost scooped out to fit heads. The boot is also quite large with 650 litres on offer. Folding down the rear seats gives you 1,720 litres. It's quite practical, once you've gotten over the fact that it is, in essence, a fastback SUV.

And fast it is. The '450' engine is a 3.0-litre V6 BiTurbo unit making 367 PS and 520 Nm. The same engine qualifies for the 'AMG 43' badge in the new SLC, and that speaks volumes of its capability. Peak torque kicks in as early as 1,800 RPM, and, in most drive modes, the gearbox keeps the engine bubbling at the right level, making instantaneous acceleration ►



▲ Buttons for an air-raising experience, hill-descent, vehicle info and modes; drive mode selector includes a new 'Slippery' mode useful for mild off-roading; air suspension raises car by as much as 55 mm

▼ Vehicle info display shows current power/torque or this cool real-time G-force, suspension and angle graphic thanks to the 3D sensor mounted in the car

► Hidden rear camera pops out from behind the logo when needed; 360° surround camera uses a stitched image from four cameras around the car

▼ Interior offers typical Mercedes luxury with AMG sporty bits; top-notch build quality and materials all round





## Mercedes-Benz GLE 450 AMG 4MATIC Coupé

available at the flex of a toe. It may be part AMG but it doesn't have a multi-clutch seven-speeder, no. The GLE 450 boasts of Merc's in-house 9G-Tronic nine-speeder driving the 4MATIC all-wheel-drive system. While that is a sure-fire way of increasing efficiency, it's quick, too!

Roaring to 100 km/h from standstill in 6.45 seconds, the GLE 450 hit a sub-15-second quarter mile. Top speed is limited to 250 km/h. For a 2.3-tonne car, that is quick. This was, of course, in Sport+ mode. The GLE Coupé does feel bulky and you can feel its weight with every change of direction. Thankfully, it has a 3D sensor system mounted in the middle to deliver accurate dynamic data to the driver assist systems. That means the Active Curve Assist and Cross-wind Detection work very well to keep the big GLE on its intended course; a feat experienced at a sudden dip right on the bend along the narrow winding road leading out of the

**THE GLE COUPÉ IS NOT THE TYPE OF CAR I USUALLY LIKE, BUT, IN THE END, IT DOES MANAGE TO PLAY OUT ALL ITS ROLES WELL**



village we stumbled upon. Human instinct believed the GLE would roll over, but the stabilisation control, together with the grippy rubber, made short work of dismissing what could have been a potential catastrophe. I wouldn't say it handles like a sports coupé, but it does handle very well for its proportions and weight.

Switch over to Comfort mode and there is an immediate change in the car's character. The revs relax >

▲ It's a red-tie affair under the bonnet, but, rather unfortunately, it's a six-piece band with the bassist and the baritone missing







## SPECIFICATIONS

### ENGINE

Cylinders	V6
Layout	Front, longitudinal
Type	Turbocharged, DI
Fuel	Petrol
Bore x stroke	88.0 x 82.1 mm
Capacity	2996 cc
Compression ratio	10.5:1
Valvegear	DOHC, 4 valves/cyl

### ENGINE OUTPUT

Max power (PS)	367
Power peak (rpm)	5500-6000
Red line (rpm)	6600
Max torque (Nm)	520
Torque peak (rpm)	1800-4000

### TRANSMISSION

Nine-speed, automatic	
1st gear	5.50
2nd gear	3.33
3rd gear	2.31
4th gear	1.66
5th gear	1.21
6th gear	1.00
7th gear	0.86
8th gear	0.72
9th gear	0.60
Reverse gear	4.93
Final drive	3.69
Drive wheels	AWD

### STEERING

Type	Rack and pinion, electric power-assisted
Lock to lock	2.75 turns

## HIGHLIGHTS

- + Style
- + Comfort
- + Size & presence
- + Equipment
- Bulky feel

### WHEELS & TYRES

Wheel size	21"
Tyre size	275/45 ZR21 (F) / 315/40 ZR21 (R)

### BRAKES

Front	351-mm ventilated discs
Rear	330-mm ventilated discs

### SUSPENSION

Front	Double wishbone, AIRMATIC
Rear	Multi-link, AIRMATIC

### ACCOMMODATION

Seating	5
Head Room, F/R	980/960
Leg Room F (max/min)	1240/980
Knee Room F (max/min)	880/640
Knee Room R (max/min)	860/620
Shoulder space	1480
Fuel tank	93 litres
Boot space	650-1720 litres

### DRIVERS AIDS

ABS, EBD, CBC, ESC, ADS+, Dynamic Select, Active Curve Assist, Cross-wind Compensation, 360° Camera

## CAR RATINGS

Design & Style:	★★★★★
Powertrain:	★★★★★
Performance:	★★★★★
Fuel Efficiency:	★★★★☆
Dynamic Ability:	★★★★★
Space:	★★★★★
Creature Comforts:	★★★★★
Driver Appeal:	★★★★★
Safety:	★★★★★
Interior:	★★★★★
Suspension:	★★★★★
Ride Quality:	★★★★★
Handling:	★★★★★
Steering:	★★★★★
Braking:	★★★★★

## TEST RESULTS

### IN-GEAR SPEEDS (KM/H)

Indicated	True
20	17.7
40	37.6
60	57.2
80	77.2
100	96.7
120	116.4

### TOP SPEED

Electronically limited	250 km/h
Achieved	210.6 km/h

### OVERTAKING ACCELERATION

Roll-ons	
40-60	1.21
60-80	1.46
80-100	1.78
100-120	2.41

### BRAKING

80-0 km/h	2.53s, 27.04 m
100-0 km/h	3.38s, 47.96 m

### PERFORMANCE FACTORS

Power:Weight (PS/tonne)	165.32
Specific Output (PS/litre)	122.49
Specific Torque (Nm/litre)	173.56

### FUEL CONSUMPTION

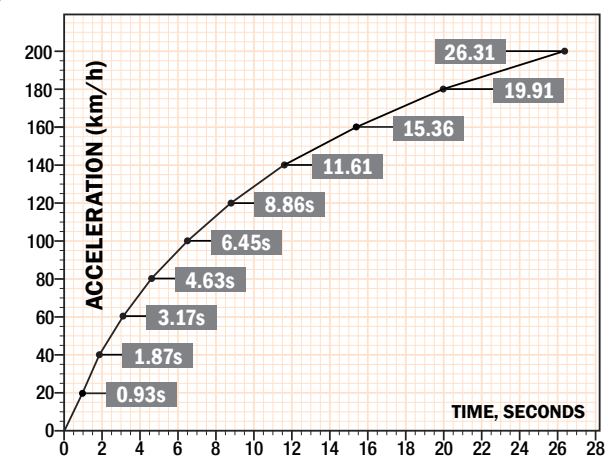
City	5.5
Highway	9.0
Overall*	6.38

\* Overall is 25% highway and 75% city driving

### TEST CONDITIONS

Altitude	550m above MSL
Weather	Warm, light wind, dry

## PERFORMANCE



0-400m sprint:	Terminal speed:	1-km sprint:	Terminal speed:
14.60 s	156.33 km/h	26.53 s	200.34 km/h



## Mercedes-Benz GLE 450 AMG 4MATIC Coupé

with the 9G-Tronic moving from fifth to ninth in the blink of an eye. The suspension softens and steering loosens up ever so slightly. Give it a second and you realise how supple the ride quality really is. The AIRMATIC air suspension provides a sublime ride and everything is well inside the cabin. Step on it, even in Comfort mode, and, apart from a slight jump to launch when the revs are below 1,600, it effortlessly collects all available Newton-metres and lunges forward, gathering more as the revs build up.

The road narrowed and then disappeared altogether. A lake came into view and, with it, a path leading to the water's edge. Time to hit that raise button. The onboard computer automatically selects 'Slippery' mode and raises the car by as much as 55 mm. Light throttle, zero wheel-spin, the GLE tested the waters with its rubber feet. Even getting back out was nothing out of the ordinary, and the GLE Coupé was ready to hit the road again.

Soon the tarmac got better and more complete. The Dynamic Select knob was rotated another 30° anti-clockwise: Sport mode, a shiver of acknowledgment, and an accompanying vroom from the V6 later, my right foot made proper contact with the aluminium sport pedal.

The GLE Coupé is not the type of car I usually like, but, in the end, it does manage to play out all its roles

*Wardrobe partner*

NAUTICA



## NAME CHANGE

MERCEDES-BENZ ARE IN THE PROCESS OF restructuring their sub-brand model nomenclature. The Mercedes-Benz GLE 450 AMG Coupé here might just be called the Mercedes-AMG GLE 43 Coupé when you head out to buy one.

well. It doesn't feel claustrophobic or too heavy. It behaves itself and looks great doing so. Style may mean different things to different people, but while many buy cars to impress others, there are a few who want something different, something that looks like few others and makes them feel good, not just about it, but, more importantly, in it. And that's a blend of luxury, sport, capability and presence that Mercedes have got right. **CAR**

▲ The *Ed* takes a turn at the wheel; coupé, SUV or both put together, it's still a Mercedes and is every bit as elegant, refined and quick as one expects it to be





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# SOMEBODY CALL

**Mahindra's super-compact SUV, the KUV100, has hit the market, and *Car India***

Story: Harket Suchde Photography: Sanjay Raikar

**I**T'S NOT OFTEN THAT YOU DRAW all the looks and curiosity-induced enquiries when driving around the city at the crack of dawn, even less so when doing it in a car that carries a Mahindra badge (whose products are more workhorse than show pony) and a price-tag hovering around the Rs 7.5 lakh mark. Don't let the price fool you, though, because this is no ordinary car. I'm driving Mahindra's new KUV100, pronounced 'one-double-o' in line with the manufacturer's penchant for cars ending in 'o'. Now that we've got the convoluted nomenclature out of the way, we can dig a little deeper into what the KUV brings to the fore.

The reason the KUV drew so many glances wasn't just because it's a brand-new car and is generating so much advertising buzz around the country but because, love or hate it, you just cannot ignore how distinctive it looks. Personally, I appreciate its Range Rover Evoque-like face, those daytime running lights (DRL) that underline sharp swept-back headlamps, the sculpted hood, and the distinctive belly pan that gives visual testimony to the car's SUV credentials. Swipe right. I also admire the rear end, and those sweeping lines, snazzy tail-lamps, that chunky bumper with inset rear fog-lamps and what is steadily

turning into a must-have inclusion for purely aesthetic reasons, a rear spoiler. Swipe right.

When looked at broadside, though, the proportions seem a little off with the substantial body and dated-looking little 14-inch wheels really standing out. This, coupled with the disproportionately flowing lines, the sudden and sharp downward swoop on the roof, and that skirt cladding all, taken in as a package, give the impression of a little too much going on. A little bit of simplicity would have helped here. Swipe left. The Chevy Beat-style vertically mounted door-handle is still pretty cool and does brighten things up here.

The interior of this car is fairly representative of its exterior. The first thing you notice is the bench seat in the front row, the next thing that will stand out is the gear-lever which is mounted on the centre console, but more on that anon. A different approach to the conventional, I can see why Mahindra have gone for the bench seat in the front. People in tier-three cities and rural India pack three people up front with two crammed into the passenger seat. And while adding a full seat and a lap-belt is an improvement on the normal situation, it is still patently unsafe and, as such, can hardly be condoned. You can, however, fold the seat down to make a really sizeable arm-rest, which is good. The car also does come with the >



# ONE DOUBLE O

has got you the juice on what this one's all about





## Mahindra KUV100

traditional front seat configuration, although the position of the gear-lever remains the same. The lack of bucket-seats in this variant also results in a bit of to-and-fro sway when taking corners, even when you are strapped in. The seats are cushioned well enough, but thigh support is wanting in both rows, as is knee-room in the second row. In contrast, head-room is more than sufficient thanks to the KUV100's tall stance. At the rear, you will find three adjustable head-rests, and a flat floor — comfort-driven features and not something you see very often.

Moving past the seats and on to the dashboard, which looks good with its inverted crescent shape, and the dual-tone quality of the dash is beautifully offset by a glossy-black finish. However, the plastic quality towards the bottom half of the whole unit could do with some improvement. The Mahindra BlueSense compatible infotainment is rustic, easy-to-use and comes with Bluetooth and USB connectivity. The ergonomics are of a decent quality and all the buttons and knobs work well. The twin-pod information cluster glows a devious red, is pretty straightforward, and even gives you a distance-to-empty readout. Boot space is slightly underwhelming (for any kind of SUV) at 243 litres, and the height of the car and the design of the boot make loading it up a smidge awkward. There are, however, a couple of secret storage bins in the rear floor-board and under the front passenger seat so you can stash whatever you want. The KUV also comes equipped with 12V power outlet slots for both rows, so keep those phone chargers handy.

Now for the fun part. I put the key into the illuminated >

> The KUV looks great...from some angles



> The mFALCON D75 1.2-litre turbo-diesel engine is peppy and refined







## SPECIFICATIONS

### ENGINE

Cylinders	Three, in-line
Layout	Front, transverse
Type	Turbocharged, DI
Fuel	Diesel
Capacity	1198 cc
Compression ratio	NA
Valvegear	DOHC, 4 valves/cyl

### ENGINE OUTPUT

Max power (PS)	77
Power peak (rpm)	3750
Red line (rpm)	5000
Max torque (Nm)	190
Torque peak (rpm)	1750-2250

### TRANSMISSION

Five-speed, manual	NA
1st gear	NA
2nd gear	NA
3rd gear	NA
4th gear	NA
5th gear	NA
Reverse gear	NA
Final drive	NA
Drive wheels	FWD

### STEERING

Type	Rack and pinion, power-assisted
Lock to lock	3.75 turns

## HIGHLIGHTS

- + Ride quality
- + Efficiency
- + Price
- Interior
- Handling

### WHEELS & TYRES

Wheel size	14"
Tyre size	185/65 R14

### BRAKES

Front	Discs
Rear	Drums

### SUSPENSION

Front	Independent MacPherson Strut with coil spring and shock absorber
Rear	Semi-independent twist beam with coil spring and shock absorber

### ACCOMMODATION

Seating	6
Head Room, F/R	960/920
Leg Room F (max/min)	1210/1020
Knee Room F (max/min)	810/600
Knee Room R (max/min)	830/660
Shoulder space	1360
Fuel tank	35 litres
Boot space	243-473 litres

### DRIVERS AIDS

ABS, EBD

## CAR RATINGS

Design & Style:	★★★★☆
Powertrain:	★★★★★
Performance:	★★★★★
Fuel Efficiency:	★★★★★
Dynamic Ability:	★★★★☆
Space:	★★★★★
Creature Comforts:	★★★★★
Driver Appeal:	★★★★★
Safety:	★★★★★
Interior:	★★★★☆
Suspension:	★★★★★
Ride Quality:	★★★★★
Handling:	★★★★☆
Steering:	★★★★★
Braking:	★★★★★

## TEST RESULTS

### IN-GEAR SPEEDS (KM/H)

Gear	Indicated	True
1	40	36.0
2	70	67.5
3	98	94.6
4	127	125.0
5	154	153.0

### TOP SPEED

Claimed	NA
Achieved	153.00 km/h

### OVERTAKING ACCELERATION

Roll-ons	3rd	4th	5th
Speed			
40-60	2.96	4.53	8.23
60-80	3.80	4.37	5.33
80-100	NA	5.68	6.09
100-120	NA	12.27	7.99

### BRAKING

80-0 km/h	2.65s, 29.07 m
100-0 km/h	3.33s, 49.98 m

### PERFORMANCE FACTORS

Power:Weight (PS/tonne)	NA
Specific Output (PS/litre)	64.27
Specific Torque (Nm/litre)	158.60

### FUEL CONSUMPTION

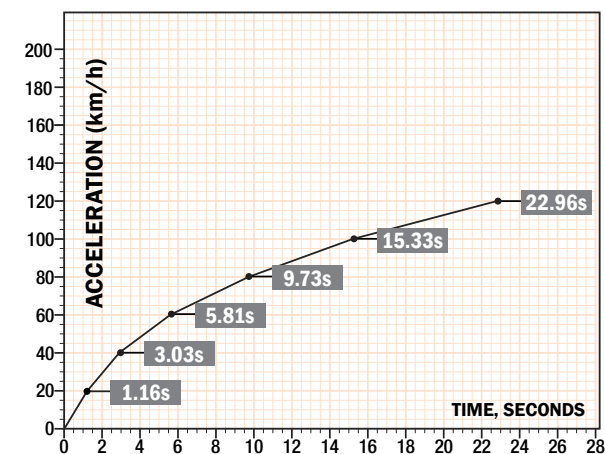
City	16.0
Highway	23.0
Overall*	17.75

\* Overall is 25% highway and 75% city driving

### TEST CONDITIONS

Altitude	550m above MSL
Weather	Warm, light wind

## PERFORMANCE



0-400m sprint:	Terminal speed:	1-km sprint:	Terminal speed:
19.55 s	112.34 km/h	36.47 s	137.34 km/h





key hole and gave it a twist, and that mFALCON D75 diesel engine came to life. It isn't obnoxiously loud, as some diesel-engine cars tend to be, and Mahindra's effort at insulating the cabin can be commended. This all-new in-line-three turbo-diesel powerplant from Mahindra is a proper step forward overall. The refinement levels are pretty respectable and it produces a decent 77 PS at 3,750 RPM and a cool 190 Nm of twist from 1,750-2,250 RPM. The quickness of the KUV100 is exemplified by our test results: it did 0 to 100 km/h in 15.33 seconds. And because the torque comes in so low down the rev range, you can comfortably pull away from as low as 1,200 revs, which means frequent gear-shifts are not needed when driving in chock-a-block traffic.

Speaking of shifts, while the mounted-to-the-console gear-lever for the five-speed gearbox on the KUV takes some getting used to, it isn't uncomfortable in any way. However, the bloke in the middle seat might want to strap on some Kevlar because sharp knocks from the elbow are expected as the driver shifts through the gears. Flip the middle seat down into arm-rest mode, though, and everyone will be pretty comfortable, a feeling enhanced by the fact that the gear-lever slots in easily and firmly. The clutch, too, is decent; not too heavy or too light and with enough progression to keep you contented during your travels.

**THE ALL-NEW IN-LINE-THREE TURBO-DIESEL FROM MAHINDRA IS A PROPER STEP FORWARD**

◀ The position of the gear lever takes getting used to

The ride on the KUV is on the softer side, which is great when you're taking in the bumps at low speeds, but bothersome when approaching a speed-breaker carrying any vestigial momentum. Handling, too, is slightly hampered by the soft suspension setup, and while the steering is well weighted for low-speed darting, high-speed cornering isn't all that comfortable, with significant body-roll, a side-effect of the car's height factoring in too. Braking is easily achieved and without too much squiggling about — we came to a complete standstill from 100 km/h in 3.3 seconds. A huge part of the KUV's braking is the ABS it comes equipped with, and that too as standard across all variants. Sticking with the safety theme, dual-front airbags are optional across all variants and standard fitment in the top-of-the-pile K8. We drove the K8, of course, and it also came with anti-theft alarm, ISOFIX child-seat anchors, and auto hazard lights in case of panic braking or a crash, among other things.

Taking everything into consideration, while the KUV does have some drawbacks, as a budget car it is an option that is definitely worthy of consideration, especially when you consider how frugal it can be. You can put the car in the eco mode to save fuel, and it even comes equipped with Mahindra's micro-hybrid (start-stop) technology in-built. All this translates into 16 kilometres to a litre in the city, and an extraordinary 23 on the highway. Take the fuel economy, and the actual economies of a Rs 7.67-lakh (OTR, Pune) sticker into consideration, and there's no getting past the value proposition that the KUV100 brings to the table. [carindia.in](http://carindia.in)

- 1 Under-seat storage is unique and handy
- 2 Accessing luggage requires a bit of effort
- 3 Fancy door handle impairs the second row view
- 4 It's a little too cozy at the back



The KUV100 comes with an Eco mode and start-stop

Hand-brake is old-school







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# A SLICE OF



**The new Ford Endeavour**



# AMERICANA



**is finally here and it is as intimidating as before. We take it out for a quick spin**

Story: Ravi Chandnani Photography: Sanjay Raikar



## Ford Endeavour 3.2 4x4 AT Titanium



**B**IG MAC, WHOPPER, 72 OZ Steak, and unlimited drink refills are things that were given to the world by America and, personally, I adore them. People there love everything a bit larger than everywhere else. This obsession with everything massive goes beyond food and clothing. Americans love their SUVs to be big, butch and intimidating. No wonder most of them there drive a truck. But their favourite thing is the SUV. They simply love it to the core. You cannot imagine them in a small, compact SUV ever. So when Ford sent the new Endeavour over for a review, I was astounded to see how massive and intimidating it feels. I mean, it's like a bedroom on wheels. Anyway, after spending a couple of days with the new Endeavour this is what I felt about it.

First and foremost, you cannot escape the sheer size of this SUV. The older one was big but this one is massive. It's taller, wider, has a longer wheelbase and greater ground clearance but somehow the overall length has gone down by 168 mm, which means it is less than five metres long, though by a slight margin. Except for the overall length, everything else has gone up, including the weight. The new Endeavour weighs 2,357 kilos, which is a full 343 kilos more than the old 3.0-litre 4x4 five-speed automatic model.

The new Endeavour is bigger and heavier and, surprisingly, it looks more elegant than ever before. Its stance is magnificent and the massive grille upfront adds a lot of character to the overall design. The 'x3.2 6Auto' badging on the flanks brings some muscle to the table. And it's not just the exterior that looks contemporary. The cabin has also undergone some serious renovation. A plush dashboard with leather lining and soft touch plastics looks quite classy. The touch-operated infotainment screen is massive and looks spectacular, especially when it lights up bright white, displaying the blue oval in all its glory during start-up. Moreover, the two supporting sharp displays in the instrument console, which resemble smartphone screens, look pretty chic.

However, the most prominent thing inside the cabin is the space. The quality of materials and fit-and-finish are pretty good but the best part is abundance of space. The second row of seats is super comfortable with tonnes of knee- and head-room. The spacious third row also allows adult accommodation, adding a lot more practicality to the whole deal. The mega sunroof makes the cabin appear

▲ The Endeavour kicks up some dust

➤ Good-looking cabin with huge air-vents and a dominating touchscreen infotainment system

➤ Need to move house? Look no further. The 2010-litre boot is more than accommodating



roomy and airy. Fold up the second and third rows of seats and you get a jumbo boot, good enough to throw in a refrigerator along with your weekend luggage.

Feature-wise, the old Endeavour was like a pensioner who only knows one type of tablet. The new one, on the other hand, boasts of enough features to make the iPad-loving generation fall in love it. To start with, it gets a touch-enabled infotainment screen located in the centre console. Now this TFT screen has a lot of cool stuff you can play with. You can control almost every aspect of entertainment via touch operation. Not only that, you can also adjust the air-con by simply tapping on the screen. The elephant in the room has to be Ford's Sync 2 system. It is a multi-utility system integrated into the infotainment system that allows you to make and receive calls, stream music, get your texts read out aloud just by using your voice. All you need to do is connect your smartphone and you are good to go. You can also control the air-con with your voice — now, that is one cool feature. The instrument console houses two small screens that mimic the display on a smartphone. These displays show an array of useful information, including the tachometer, digital speedo, fuel consumption and fuel gauge and a lot more. Phew! All these features elevate the Endeavour to a whole new level in terms of on-board gadgetry.





◀ Americans love torque and the 3.2-litre five-pot packs a lot of it

It looks good, has more than ample space for seven adults and it is loaded to the brim with features. The interesting bit, however, lurks under the hood. Earlier, the Endeavour was powered by a 3.0-litre, in-line four, turbo-diesel. For the latest iteration, Ford have added a cylinder, bumping up capacity to 3,198 cc, making it a 3.2-litre beast. Not only that, this five-pot turbo-diesel now produces 44 PS and 90 Nm more, now standing at 200 PS and 470 Nm respectively. Transmission has been upgraded to a six-speed automatic unit and the new Endeavour also gets Ford's Terrain Management System for mud/gravel, sand, snow and rocky conditions. 4x4 is standard with the 3.2 motor. You can have a 4x2 variant with the 160-PS 2.2-litre four-pot turbo-diesel one. We'll test that later.

The engine of the new Endeavour is an improvement over the last one as it feels smoother and more refined. What the engineers have taken care of is the way this engine responds. It feels and is quicker and, thanks to the massive torque which arrives at 1,750 RPM, it has quite decent bottom-end power. It is around 2,000 RPM, though, that the engine responds the best. Good low-end power ensures better driveability in any condition and with a six-speed auto 'box it is convenient to drive around town in heavy traffic. Engine noise and vibrations are kept to a minimum to make sure you have a good driving experience. Overall refinement has gone up and so has the smoothness. The six-speed automatic gearbox works well although a bit slow, but under sudden acceleration it responds fairly fast if not lightning-fast.

The responsiveness of the engine can also be seen in terms of performance. The new Endeavour is almost two seconds quicker to 100 km/h and has a higher top speed than the old 3.0-litre unit. Quite remarkable when you consider the fact that the new one is 343 kilos heavier.

This time around the Endeavour was designed to go anywhere and, thanks to its soft suspension setup, it does that confidently. Broken, uneven or no roads is where the Endeavour shines the most. Just fiddle around with the terrain response and select the right setting and the engine behaves accordingly. Its 225 mm of ground clearance and more than enough suspension travel are good enough to conquer a boulder-strewn field without damaging the underbody. The Hill-Hold Launch assist and the Hill-Descent assist work flawlessly. The capable >





## Ford Endeavour 3.2 Titanium (Rs 29.46 lakh, ex-Mumbai) ★★★★★

Car Road Test 432



## SPECIFICATIONS

## ENGINE

Cylinders	Five, in-line
Layout	Front, longitudinal
Type	Turbocharged, DI
Fuel	Diesel
Capacity	3,198 cc
Compression ratio	15.7:1
Valvegear	DOHC, 4 valves/cyl

## ENGINE OUTPUT

Max power (PS)	200
Power peak (rpm)	3000
Red line (rpm)	4900
Max torque (Nm)	470
Torque peak (rpm)	1750-2500

## TRANSMISSION

Six-speed, automatic	NA
1st gear	NA
2nd gear	NA
3rd gear	NA
4th gear	NA
5th gear	NA
6th gear	NA
Reverse gear	NA
Final drive	NA
Drive wheels	AWD

## STEERING

Type	Rack and pinion, electric power-assisted
Lock to lock	3.3 turns

## HIGHLIGHTS

- + Space
- + Interior
- + Size & presence
- Brake feel
- Handling

## WHEELS &amp; TYRES

Wheel size	18"
Tyre size	265/60 R18

## BRAKES

Front	Ventilated discs
Rear	Discs

## SUSPENSION

Front	Independent double wishbone with shock absorber
Rear	Four-link, with coil spring and anti-roll bar, Watts link

## ACCOMMODATION

Seating	7
Head Room, F/R/T	940/910/880
Leg Room F (max/min)	1120/970
Knee Room F (max/min)	820/580
Knee Room R (max/min)	920/550
Knee Room T (max/min)	720/600
Shoulder space R/T	1440/1130
Fuel tank	80 litres
Boot space	450-2010 litres

## DRIVER AIDS

ABS, EBD, ESC, TCS, Hill Launch Assist, Hill Descent Control, Terrain Response, Reverse Camera

## CAR RATINGS

Design & Style:	★★★★★
Powertrain:	★★★★★
Performance:	★★★★★
Fuel Efficiency:	NA
Dynamic Ability:	★★★★☆
Space:	★★★★★
Creature Comforts:	★★★★★
Driver Appeal:	★★★★★
Safety:	★★★★★
Interior:	★★★★★
Suspension:	★★★★★
Ride Quality:	★★★★★
Handling:	★★★★★
Steering:	★★★★★
Braking:	★★★★★

## TEST RESULTS

## IN-GEAR SPEEDS (KM/H)

Indicated	True
20	18.9
40	38.0
60	57.9
80	77.0
100	96.4
120	116.2

## TOP SPEED

Claimed	NA
Achieved	180.19 km/h

## OVERTAKING ACCELERATION

Roll-ons	
40-60	2.52
60-80	2.86
80-100	4.07
100-120	5.23

## BRAKING

80-0 km/h	2.60s, 30.13 m
100-0 km/h	3.14s, 46.20 m

## PERFORMANCE FACTORS

Power:Weight (PS/tonne)	84.85
Specific Output (PS/litre)	62.53
Specific Torque (Nm/litre)	146.96

## FUEL CONSUMPTION

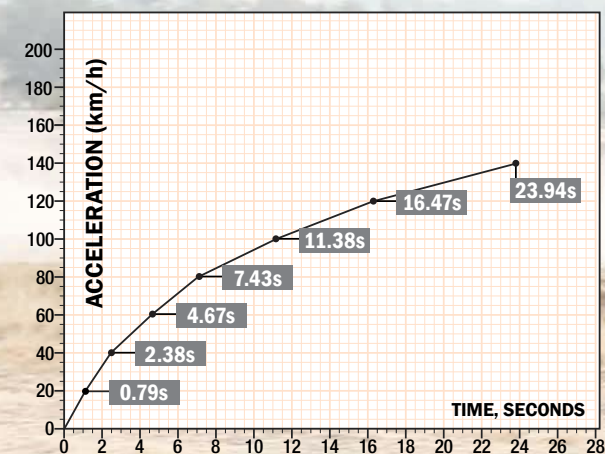
City	NA
Highway	NA
Overall*	NA

\* Overall is 25% highway and 75% city driving

## TEST CONDITIONS

Altitude	550m above MSL
Weather	Warm, light wind

## PERFORMANCE



0-400m sprint:	Terminal speed:	1-km sprint:	Terminal speed:
17.71 s	123.09 km/h	32.98 s	154.42 km/h





◀ The old Endeavour never gave us a chance to complain about space. New one doesn't either

▶ Third row is actually spacious enough for adults

▶ Contemporary and good looking console with a hint of funk in it

▶ Intuitive touchscreen even lets you control the air-con



The steering is decent, though enhanced communication would have been appreciated. Brakes also behave similarly; they have enough bite but lack proper feedback.

Overall, the new Endeavour has improved considerably as compared to the older version, but its on-road dynamics still need a bit of work. Ride quality is good and so is the off-road capability. Besides, you get a tonne of features, including semi-automatic parallel park assist. It is big, butch and intimidating and feels pretty good, that is until you push it hard on tarmac. With a tag of Rs 29.46 lakh (ex-Mumbai) for the top-end Titanium variant, it is on a par with the Toyota Fortuner, its most direct rival. So if you love America and off-roading, then the new Ford Endeavour will make perfect sense to you. **car**



four-wheel-drive system provides enough traction when you nail the throttle at the exit of a gravel-filled corner. When it comes to off-roading, the Endeavour works like clockwork, but on the road the story changes a bit.

Its soft suspension lends the Endeavour good ride quality as it can take bumps, potholes, undulations and other such things in its stride quite well. However, this very setup also hampers its handling a bit. On-road dynamics are affected as the Endeavour wallows a bit when you hit an undulation at some speed. This is not really confidence-inspiring. The height of this SUV also makes body-roll quite noticeable round bends. Throw it into a corner with some enthusiasm and you realise the disadvantages of a soft setup. Stability, however, is not really an issue since this is a two-plus tonne vehicle. It feels quite planted even at high speed.





# KICKING UP A BIGGER STORM(E)

**The last time we put a Tata Safari Storme to the test, its new Varicor engine put out 150 PS and 320 Nm. Now there's been a change... for the new Varicor 400 version pumps out 156 PS and 400 Nm. We put it to the test**

Story: Aninda Sardar

Photography: Aditya Dhiwar

**A**T THE OFFICE WHERE I WORK, there is always a fresh buzz of excitement when there is news of the same vehicle being available with more power and torque. Admittedly, as bona-fide auto journalists our thirst for more power, more torque is unapologetically insatiable. Naturally, when there was news of the Tata Safari Storme getting a re-worked Varicor engine with six extra horses and 80 Nm of extra twist force, the office came alive with expected chatter of excitement.

Visually, there's precious little to distinguish the Safari Storme Varicor 400 from the Safari Storme Varicor. Except, perhaps, the deflector and the faux scoop (both optional extras) on the bonnet and the Varicor 400 badging on the front fenders on either side of the car. Inside, too, the vehicle remains mostly unchanged, except one significant difference. Instead of the gear lever indicating five cogs, this one shows six. Oh, wait. Didn't I tell you? Apart from the bump up in power and torque the Safari Storme Varicor 400 also gets a six-speed manual in place of the usual five-speed unit. Given that there isn't much difference in the interior and exterior of this full-size SUV and also that >







## SPECIFICATIONS

### ENGINE

Cylinders	Four, in-line
Layout	Front, transverse
Type	Turbocharged, DI
Fuel	Diesel
Capacity	2,179 cc
Compression ratio	17.2:1
Valvegear	DOHC, 4 valves/cyl

### ENGINE OUTPUT

Max power (PS)	156
Power peak (rpm)	4000
Red line (rpm)	5000
Max torque (Nm)	400
Torque peak (rpm)	1750-2500

### TRANSMISSION

Six-speed, manual	
1st gear	4.30
2nd gear	2.25
3rd gear	1.38
4th gear	1.00
5th gear	0.77
6th gear	0.66
Reverse gear	4.80
Final drive	4.10
Drive wheels	RWD/Selectable 4WD

### STEERING

Type	Rack and pinion, hydraulic power-assisted
Lock to lock	2.6 turns

## HIGHLIGHTS

- + Space
- + Ride quality
- + Off-road ability
- Handling
- No third-row safety belts

### WHEELS & TYRES

Wheel size	16"
Tyre size	235/70 R16

### BRAKES

Front	Ventilated discs
Rear	Discs

### SUSPENSION

Front	Double wishbone with coil spring and shock absorber
Rear	Five-link, rigid axle with coil spring

### ACCOMMODATION

Seating	7
Head Room, F/R	1000/970
Leg Room F (max/min)	2020/1030
Knee Room F (max/min)	810/610
Knee Room R (max/min)	920/720
Shoulder space	1480
Fuel tank	65 litres
Boot space	981 litres

### DRIVERS AIDS

ABS, EBD, on-the-fly 4x4, Reverse Guide LCD display

## CAR RATINGS

Design & Style:	★★★★☆
Powertrain:	★★★★☆
Performance:	★★★★☆
Fuel Efficiency:	★★★★☆
Dynamic Ability:	★★★★☆
Space:	★★★★☆
Creature Comforts:	★★★★☆
Driver Appeal:	★★★★☆
Safety:	★★★★☆
Interior:	★★★★☆
Suspension:	★★★★☆
Ride Quality:	★★★★☆
Handling:	★★★★☆
Steering:	★★★★☆
Braking:	★★★★☆

## TEST RESULTS

### IN-GEAR SPEEDS (KM/H)

Gear	Indicated	True
1	38	36.3
2	71	68.3
3	111	108.3
4	151	147.3
5	155	148.7
6	162	155.8

### TOP SPEED

Claimed	NA
Achieved	155.86 km/h

### OVERTAKING ACCELERATION

Roll-ons	3rd	4th	5th
Speed			
40-60	3.06	20.28	10.15
60-80	3.41	9.69	6.11
80-100	4.54	7.91	6.30
100-120	9.51	7.57	8.54

### BRAKING

80-0 km/h	3.37s, 34.38 m
100-0 km/h	3.39s, 47.68 m

### PERFORMANCE FACTORS

Power:Weight (PS/tonne)	74.46
Specific Output (PS/litre)	71.59
Specific Torque (Nm/litre)	183.57

### FUEL CONSUMPTION

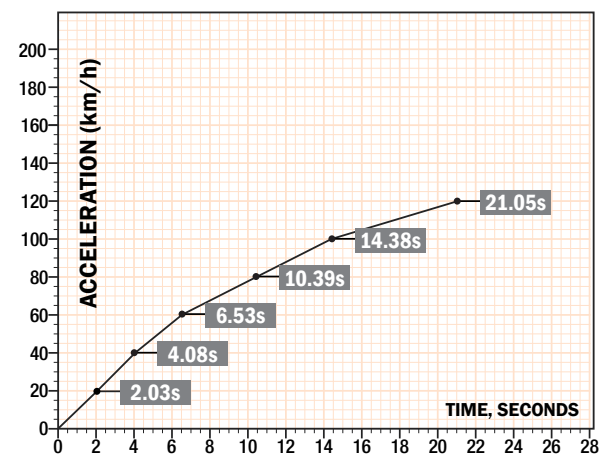
City	NA
Highway	NA
Overall*	NA

\* Overall is 25% highway and 75% city driving

### TEST CONDITIONS

Altitude	550m above MSL
Weather	Warm, light wind

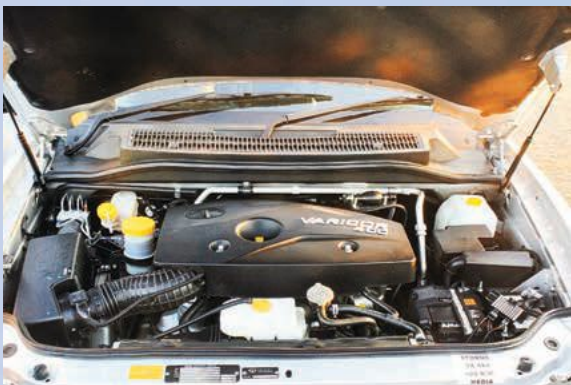
## PERFORMANCE



0-400m sprint:	Terminal speed:	1-km sprint:	Terminal speed:
20.00 s	116.79 km/h	36.29 s	139.83 km/h



## Tata Safari Storme Varicor 400



overall quality is the same as in the regular Safari Storme, I'm going to move on to the changed bits right away — that is, the engine and the gearbox.

The engine under that flat old-school bonnet (minus the faux scoop) is the same 2.2-litre common rail diesel injected engine that has powered the Safari, both old and new, for years. There have been some changes to the 16-valve four-cylinder powerplant, including the addition of a 32-bit ECU, along with the change in nomenclature from earlier Dicor to the current Varicor. Additional changes to the Varicor 400 engine include revised cylinder-block, cylinder-head, new injectors, reworked main bearings and a new turbocharger, all of which help to produce the extra six PS and 80 Nm. The version we drove was the VX 4x4 where the power and torque were transmitted via a new six-speed manual gearbox.

On the move, the engine does feel a little more refined than the regular Varicor version. The Tata Motors representative, of course, readily agreed that this engine was smoother but I wouldn't mind driving the two vehicles back to back to see if it was merely a perception that I had formed or if the Varicor 400 is indeed smoother than the regular unit. Gearing is tall (as is fitting in an SUV) and the extra 80 Nm sure helps reduce shifts and aids cruising

◀ Six more horses and 80 Nm more torque from the same engine are welcome

ability of the Tata SUV. However, if you're thinking that you're going to experience that noticeable surge that the extra torque should produce, well, the difference between the 320 Nm of the Varicor and the 400 Nm of the Varicor 400 isn't really that distinctive.

But so far what we have been dealing with is perception. Do the numbers vindicate the perception or do they point in another direction? To start with, the Safari Storme Varicor 400 posts a quicker time in the 0-100 km/h dash with 14.36 seconds over the regular Safari Storme's 15.79-second time. However, thanks to the inevitable turbo lag, which exists till 1,500-1,600 RPM, driveability or in-gear acceleration suffers once the revs drop below the 1,500-RPM mark. At which point you will need to work the gearbox, which isn't short throw and is not the most precise of gearboxes. Also, unlike other six-speed manual units there is no lever or button that prevents you from accidentally slotting the thing in reverse. Instead the Tata gearbox relies on movement and gate position to prevent you from selecting reverse when you don't want to. This mechanism has an odd by-product. Often when you do want to engage reverse you find yourself in sixth. A firmer tug is needed towards the driver to ensure that the gear lever is positioned at the gate for reverse.

With no other mechanical changes to the vehicle, the Tata Safari Storme's driving dynamics remain as before. There's plenty of body-roll round corners but ride quality is excellent as the softly set up suspension soaks in all the bumps and ruts and the myriad potholes that pop up with alarming frequency on any Indian road. Then, of course, there are the usual Safari attributes of a spacious and airy cabin, commanding driving position and Tata Motors' extensive service network. Tata Motors have priced this more powerful version of the Safari Storme from Rs 13.25 lakh for the VX 4x2 and Rs 14.59 lakh for the VX 4x4 here (both ex-showroom). It's a good purchase for someone on the lookout for a big, burly and powerful seven-seater SUV with a lot of space and a comfortable ride quality. **CAR**



▲ Not much to separate it from the regular Safari Storme but look close and you'll see this one has a six-speed 'box







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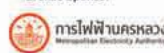
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# FIGO-CENTRIC DIESEL

**Car India takes the new Ford Figo's diesel variant for a spin. How does this American hatch fare? Read on to find out**

Story: Harket Suchde Photography: Sanjay Raikar



# W

## E HAVE ALREADY

dissected the Titanium 1.5-litre automatic petrol variant of the new Figo in issues past, and this time it's the turn of the Titanium+ 1.5 diesel manual. Can it make a proverbial dent in an already crowded market-space or will it fall by the wayside?

To find out, the first thing we need to do is take a long hard look at the Figo. It has a sleek, aggressive stance that embodies streamlined performance, but the 14" steel rims, like their alloy counterpart on the auto petrol, could have done with some beefing up.

On the inside, the whole dark theme properly offsets the bright orange exterior. The seats are comfortable enough in terms of thigh support, and there's a very decent amount of leg-room and knee-room on offer too, both at the front and the rear. The quality of the plastics is decent, and the switches are not just attractive but also easy to use.

The Figo also gets the usual Bluetooth, USB and Aux connectivity, and Ford's own SYNC and AppLink connectivity. This Titanium+ trim also gets Ford's MyKey, which allows you to restrict the car to a certain top speed, regulate volume, and enforce the use of >







## Ford Figo TDCi Titanium+ (Rs 8.85 lakh, OTR, Pune) ★★★★★

Car Road Test 434



## SPECIFICATIONS

## ENGINE

Cylinders	Four, in-line
Layout	Front, transverse
Type	Turbocharged, DI
Fuel	Diesel
Bore x stroke	79.0 x 76.4 mm
Capacity	1498 cc
Compression ratio	16.0:1
Valvegear	DOHC, 4 valves/cyl

## ENGINE OUTPUT

Max power (PS)	100
Power peak (rpm)	3750
Red line (rpm)	5000
Max torque (Nm)	215
Torque peak (rpm)	1750-3000

## TRANSMISSION

Five-speed, manual	
1st gear	3.583
2nd gear	1.950
3rd gear	1.231
4th gear	0.951
5th gear	0.756
Reverse gear	NA
Final drive	3.370
Drive wheels	FWD

## STEERING

Type	Rack and pinion, electric power-assisted
Lock to lock	3.5 turns

## HIGHLIGHTS

- + Handling
- + Ride quality
- + Performance
- + Equipment
- Build quality

## WHEELS &amp; TYRES

Wheel size	14"
Tyre size	175/65 R14

## BRAKES

Front	Ventilated discs
Rear	Drums

## SUSPENSION

Front	Independent MacPherson strut with coil spring and anti-roll bar
Rear	Semi-independent twist beam with twin shock absorbers

## ACCOMMODATION

Seating	5
Head Room, F/R	950/920
Leg Room F (max/min)	1290/1070
Knee Room F (max/min)	980/760
Knee Room R (max/min)	800/640
Shoulder space	1315
Fuel tank	40 litres
Boot space	257 litres

## DRIVERS AIDS

ABS, EBD, ESP, Smart Key

## CAR RATINGS

Design & Style:	★★★★★
Powertrain:	★★★★★
Performance:	★★★★★
Fuel Efficiency:	★★★★★
Dynamic Ability:	★★★★★
Space:	★★★★☆
Creature Comforts:	★★★★★
Driver Appeal:	★★★★★
Safety:	★★★★★
Interior:	★★★★★
Suspension:	★★★★★
Ride Quality:	★★★★★
Handling:	★★★★★
Steering:	★★★★★
Braking:	★★★★★

## TEST RESULTS

## IN-GEAR SPEEDS (KM/H)

Gear	Indicated	True
1st	49	44.6
2nd	87	81.4
3rd	130	121.9
4th	169	159.1
5th	182	172.2

## TOP SPEED

Claimed	NA
Achieved	172.23 km/h

## OVERTAKING ACCELERATION

Roll-ons			
Speed	3rd	4th	5th
40-60	2.72	4.53	10.42
60-80	2.54	3.33	5.75
80-100	2.90	3.60	5.12
100-120	5.24	4.15	5.24

## BRAKING

80-0 km/h	2.74s, 30.35 m
100-0 km/h	3.19s, 42.94 m

## PERFORMANCE FACTORS

Power: Weight (PS/tonne)	NA
Specific Output (PS/litre)	66.76
Specific Torque (Nm/litre)	143.52

## FUEL CONSUMPTION

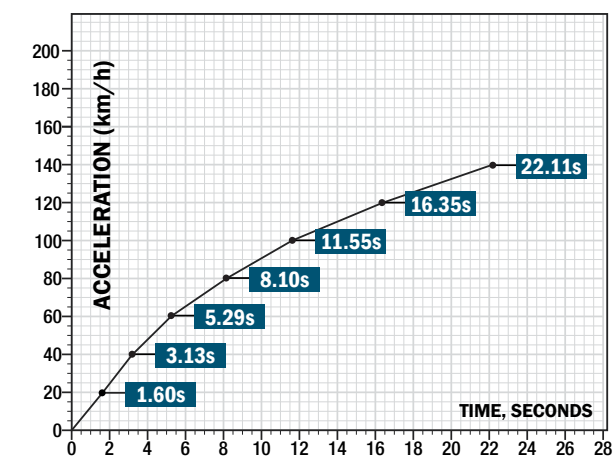
City	14.5
Highway	18.5
Overall*	15.5

\* Overall is 25% highway and 75% city driving

## TEST CONDITIONS

Altitude	550m above MSL
Weather	Warm, windless, dry

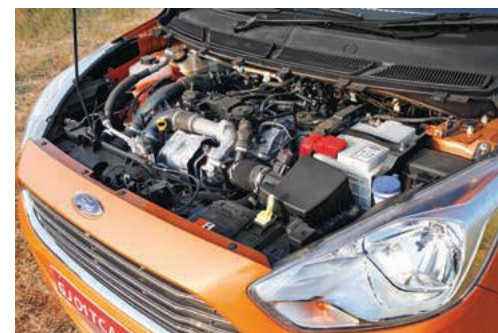
## PERFORMANCE



0-400m sprint:	Terminal speed:	1-km sprint:	Terminal speed:
18.20 s	128.00 km/h	33.16 s	160.59 km/h



AND IT ISN'T JUST EXCITING ON PAPER EITHER, BECAUSE YOU CAN FEEL THE CAR RARING TO GO AS SOON AS YOU PUT THE PEDAL TO THE METAL



▲ The 1.5-litre TDCi mill is refined



▲ Interior is decent and spacious

seat-belts. Weirdly enough, though, Ford decided not to include their clever MyFord Dock into this particular variant. In fact, tech is the one aspect where this Ford falls a little short because of the lack of parking sensors, rear camera, and rear a-c vents — features available in its direct competitors.

All of those little quibbles about the features will melt away as soon as you fire up the 1.5-litre turbo-diesel engine, though. This is because that TDCi engine produces a mammoth 100 PS at 3,750 revs and 215 Nm spread across the 1,750-3,000 RPM range. A class-leader when you look at what else is on offer in this price range. And it isn't just exciting on paper either, because you can feel the car raring to go as soon as you put the pedal to the metal. The grunt is spread evenly across the rev-range, allowing you to pull away from really low revs. The five-speed manual gearbox is solid and slots in at a cinch. The clutch, too, is light and responsive, allowing you to take full advantage of all the power and torque on offer.

The ride quality is a tad on the firm side. It absorbs the little undulations pretty well, but doesn't fare as well on the more sizeable ones; still pretty decent, though. That bit of firmness comes in pretty handy when taking a corner, because the car holds its own and keeps you confident even when cornering in a hurry. This is further accentuated by the steering that is light and nimble at low speeds and gets weightier the quicker you go. This electronic power steering along with the sorted suspension makes driving the Figo an absolute blast, with the feedback from the steering also providing enough response to changes on the road surface. The

driving experience is rounded off by a cabin that is well-insulated and keeps the worst of the diesel thrum at bay.

The brakes on the Figo are also very capable, progressive and sharp, so pulling the reins on those hundred horses is quickly accomplished. Braking is assisted by ABS with EBD, and continuing on the safety theme, the car also comes equipped with dual front, side and curtain airbags.

All this for a price of Rs 8.85 lakh (OTR, Pune), and with a fuel economy of 15.5 km/l overall the value proposition from the Figo is pretty high, and, all things considered, for me the Figo is the one to beat in its genre. **CAT**

▼ Five-speed gearbox works like a charm







# Supreme Beings

**Prodigiously talented and so flattering your mum could drive them like Mansell, the sports car class of 2015 is laden with quality. Too close to crown a winner? Of course, not**

Story: C J Hubbard, Ben Barry and Gavin Green  
Photography: John Wycherley and Mark Riccioni







## The pre-fight weigh-in By CJ Hubbard

**T**HE SUN IS SHINING. ONLY KIDDING; it's chucking it down, the gods having a particularly acute sense of humour when it comes to significant giant tests. Fortunately, we've come prepared. Not only is every car here finished in thermonuclear shades — the bloody red of the prancing horse being as subtle as it gets — with a cylinder count of 64 and a combined output of 4,545 PS, we've enough power to generate our own micro-climate. Certainly, we won't have any trouble keeping warm. Welcome to the 2015 Sports Car Giant Test (SCGT).

You'd be forgiven for thinking we've finally waved farewell to anything approaching reality, such is the rarefied atmosphere of performance and price this assembled machinery occupies. But the whole point of the SCGT is to assess the year's best driver's cars, surely? AD 2015's crop is so spectacular that we had to be selective, and there are certainly no 'maybes' among these

giants. Including the Corvette Z06. America attempts to take on Europe, again — but the Z06 boasts of a race-developed chassis and a 650-PS supercharged V8 which, in noise and ferocity, borders on terrifying.

Talking of scary, have you seen the Aventador SV? Over two metres wide, it looks pointier than the peak of punk and has the biggest, most powerful engine here — by some margin. Yet it feels surprisingly at home on a B-road. The madly proportioned Mercedes-AMG GT S pulls off a similar trick, deft and controlled despite a visual impression that suggests it's all engine... though that biturbo V8 is quite the story-teller.

Closest pair of actual rivals on test are the Porsche Cayman GT4 and Lotus Evora 400. Both are mid-engined coupés, building on exceptionally talented preceding models; but it's still a shock that the Lotus costs more — and that Porsche has actually gifted the Cayman with more advanced suspension than a standard 911 GT3. Question is, has the GT4 bitten off more 911

**LOTUS  
EVORA 400**

**PRICE**  
£72,000 (Rs 72 lakh)

**ENGINE**  
3,456 cc 24v  
supercharged V6

**TRANSMISSION**  
Six-speed manual, rear-wheel  
drive, LSD

**SUSPENSION**  
Double wishbones front  
and rear

**LENGTH/WIDTH/HEIGHT**  
4,385/1,845/1,229 mm

**MADE FROM**  
Aluminium

**FUEL TANK / OFFICIAL KM/L**  
60 litres / 10.41

**CO<sub>2</sub>**  
225 g/km

**MERCEDES-AMG  
GT S**

**PRICE**  
£110,500 (Rs 1.1 crore)

**ENGINE**  
3,982 cc 32v twin-turbo V8

**TRANSMISSION**  
Seven-speed paddle-shift  
dual-clutch auto, rear-wheel  
drive, eLSD

**SUSPENSION**  
Double wishbones front  
and rear

**LENGTH/WIDTH/HEIGHT**  
4,546/1,939/1,288 mm

**MADE FROM**  
Aluminium and steel

**FUEL TANK / OFFICIAL KM/L**  
75 litres / 10.76

**CO<sub>2</sub>**  
219 g/km

**CORVETTE  
Z06**

**PRICE**  
£112,910 (Rs 1.13 crore)

**ENGINE**  
6,162 cc 16v supercharged V8

**TRANSMISSION**  
Eight-speed paddle-shift auto,  
rear-wheel drive, eLSD

**SUSPENSION**  
Double wishbones with  
transverse-mounted composite  
springs front and rear

**LENGTH/WIDTH/HEIGHT**  
4,518/1,965/1,598 mm

**MADE FROM**  
Aluminium

**FUEL TANK / OFFICIAL KM/L**  
70 litres / 7.15

**CO<sub>2</sub>**  
322 g/km

**PORSCHE  
CAYMAN GT4**

**PRICE**  
£64,451 (Rs 64.5 lakh)

**ENGINE**  
3,800 cc 24v flat-six

**TRANSMISSION**  
Six-speed manual, rear-wheel  
drive, LSD

**SUSPENSION**  
MacPherson struts with  
longitudinal and transverse  
links front, multi-link rear

**LENGTH/WIDTH/HEIGHT**  
4,438/1,817/1,266 mm

**MADE FROM**  
Aluminium and steel

**FUEL TANK / OFFICIAL KM/L**  
54 litres / 9.8

**CO<sub>2</sub>**  
238 g/km





## 2015'S CROP IS SO SPECTACULAR THAT WE HAD TO BE SELECTIVE; THERE ARE CERTAINLY NO 'MAYBES' HERE

than it can chew in this instance — or will costing more than double count against the competing GT3 RS? The 500-PS 4.0-litre six squatting over the rear wheels will certainly have something to say, and nothing else here looks as much like a starting grid refugee. What are you betting on: mid-engined manual or rear-engined PDK?

Yes, we know, two Porsches — talk about loading the deck. But 2015 is also the year Ferrari finally succumbed to forced-induction pressure. The 488 GTB is a stunningly capable, ultra-modern supercar; a machine with which Maranello is attempting to out-McLaren Woking by blending high-tech turbo-charging with Italian passion.

The 675LT doesn't look worried, though. Almost as light as the Lotus and packing a fulsome 675 PS, it's 33 per cent enhanced over the 650S. There's also a very un-Ron hint of swagger about that back end. Seriously predatory.

Pick a winner from that little lot. Over to you, Ben Barry... >

### LAMBORGHINI AVENTADOR SV

**PRICE**  
£64,451 (Rs 64.5 lakh)

**ENGINE**  
6,498 cc 48v V12

**TRANSMISSION**  
Seven-speed paddle-shift auto,  
four-wheel drive

**SUSPENSION**  
Double wishbone with  
horizontal pushrod front  
and rear

**LENGTH/WIDTH/HEIGHT**  
4,835/2,030/1,136 mm

**MADE FROM**  
Carbon-fibre and aluminium

**FUEL TANK / OFFICIAL KM/L**  
90 litres / 6.33

**CO<sub>2</sub>**  
370 g/km

### PORSCHE 911 GT3 RS

**PRICE**  
£131,296 (Rs 1.31 crore)

**ENGINE**  
3,996 cc 24v flat-six

**TRANSMISSION**  
Seven-speed paddle-shift  
dual-clutch auto, rear-wheel  
drive, eLSD

**SUSPENSION**  
MacPherson struts front,  
multi-link rear

**LENGTH/WIDTH/HEIGHT**  
4,545/1,880/1,291 mm

**MADE FROM**  
Aluminium, steel and carbon-fibre

**FUEL TANK / OFFICIAL KM/L**  
64 litres / 7.94

**CO<sub>2</sub>**  
296 g/km

### McLAREN 675LT

**PRICE**  
£259,500 (Rs 2.59 crore)

**ENGINE**  
3,799 cc 32v twin-turbo V8

**TRANSMISSION**  
Seven-speed paddle-shift  
dual-clutch auto,  
rear-wheel drive

**SUSPENSION**  
Double wishbones front  
and rear

**LENGTH/WIDTH/HEIGHT**  
4,546/2,095/1,188 mm

**MADE FROM**  
Carbon-fibre and aluminium

**FUEL TANK / OFFICIAL KM/L**  
72 litres / 8.65

**CO<sub>2</sub>**  
275 g/km

### FERRARI 488 GTB

**PRICE**  
£183,974 (Rs 1.84 crore)

**ENGINE**  
3,902 cc 32v  
twin-turbocharged V8

**TRANSMISSION**  
Seven-speed paddle-shift  
dual-clutch auto, rear-wheel  
drive, eLSD

**SUSPENSION**  
Double wishbones front and rear

**LENGTH/WIDTH/HEIGHT**  
4,568/1,952/1,213 mm

**MADE FROM**  
Aluminium

**FUEL TANK / OFFICIAL KM/L**  
78 litres / 8.87

**CO<sub>2</sub>**  
260 g/km





## Battle royale By Ben Barry

**T'S GONE 9.00 PM WHEN I GROPE**

around in our key box, finding only a yellow fob and a note to meet the others in a bar in north Wales. AMG, Ferrari, McLaren... all have struck out for Britain's left-hand side.

But this is hardly the scraps from a late-night Hertz desk: I'm driving the Porsche Cayman GT4; a £64.5k (Rs 64.5 lakh) piece of heaven, and a crucial wedge of context.

You'll probably know the GT4 as the first Cayman to out-punch 911. It uses the Carrera S' just-killed flat-six, de-tuned to 385 PS, but still 15 PS clear of even the base Carrera's new flat-six turbo. Extra oomph, a fettling by

USE ALL THE FLAT-SIX'S GUTS AND  
THERE'S AN INTENSITY TO THE GT4'S  
SPEED THAT MAKES YOU GRIP  
THE WHEEL HARD





Porsche's greatest GT minds... the mid-engined Cayman is finally off the leash. There's more going on here than just extra power, though. The changes compared with even the GTS, previously the range-topping Cayman, are immediate and striking: the clutch has a heavier physicality; the stubby gear-lever the truncated throw of an arcade joystick; the brake pedal less give than a Hungarian border. Everything feels taut, mechanical and purposeful.

Headlights flick over hedgerows as I cut cross-country, road noise filling the cabin like AM radio static, the engine's warm, bass-heavy howl building at lower revs as I wait for the oil to thin with temperature. When you do use all the flat-six's guts, there's a kick past 5,000 RPM that elevates the GT4 well above its mid-engined siblings, an intensity of speed that makes you grip that alcantara wheel rim hard and focus every bit of mental capacity. The GT4 is genuinely quick and makes you wonder — and here's that context — why you'd need another 200 PS.

Furtive fumbles through damp roundabouts reveal the chassis to be sweetly balanced, if too competent to slide purely with throttle prods. I start to feel comfortable with the tread-blocks slipping, tapping into this car's deeply satisfying adjustability — beats a six-pack of Red Bull ➤

▼ Two Porsches in the same test? A ridiculous notion, until you drive them

## SECOND OPINION, GT4 OR 911 GT3 RS?



**Ben Miller**

The GT4's 3.8 elevates the Cayman to a higher plane, from quick to truly fast, while the chassis, so compact and wieldy, delivers such poise, agility and control that the little mid-engined Porsche still feels as if it could handle more. Yes, the gearing's too long and, yes, there's a refinement trade-off for the GT4's uncompromising suspension, but it takes but five miles of the Cayman's joyous predictability and interactivity to banish all doubt: this is one of the great Porsches.

But the GT3 RS is greater still. Its defining brilliance is the raw speed and drama of a racer in a road car you'd happily drive to Monaco tomorrow. The PDK 'box will slide through its ratios while you sip a Starbucks, just as it'll seamlessly shift up as you screw the astonishing motor to its near-9,000-RPM red-line. The ride is incomprehensibly compliant. Road noise is well suppressed. And yet the steering shimmers with feel and feedback, as you'd expect of a GT3 car, a product of Andreas Preuninger's GT team (as is the GT4) bejewelled with details such as a magnesium roof, titanium exhaust and bespoke induction system.

On the road it feels like the labour of love it is: obsessively honed, alive, exhilarating.



# The World's Best Sports Cars

when you're fighting for concentration.

The bar's closed, the others long retired when I arrive after midnight. But I can't sleep after that buzz, wondering if costlier rivals can really answer the Cayman's brilliance.

I'm woken up next morning by the whoosh of lorries dispersing standing water and seven blokes firing V8s, sixes and a V12, all droning, wavering, vaguely menacing idles that obviate my alarm clock. C J is crouched frowning at the Corvette's Michelin Cup 2s as if he's struggling to decode a child's fractured monologue. The tyres are part of this Z06's track-focused Z07 pack, derived from the same gene pool as the Cayman's; only someone appears to have transferred the same tread to a far wider hunk of rubber, leaving vast slick tranches on the outer halves. I don't want to head-butt a wall 90 seconds out of Betws-y-Coed, so I slip into the Mercedes-AMG GT S; yes, a 510-PS V8 appears friendliest today.

## SECOND OPINION, AMG GT S OR CORVETTE Z06?

Not so much a fish out of water as a man overboard, the roads of north Wales could hardly have suited the Corvette less. Very wide, very left-hand drive and on semi-slick tyres (part of the Z07 package, which also brings added aero), its keys were the least fought over. Shame, because in between bouts of heart-stopping terror it is an extraordinary, addictive thing to drive.

Quite apart from its sheer pace — you could restrict the throttle pedal's travel by 50 per cent and it would still feel monstrously fast — the Corvette is dynamically impressive, with mustard-keen turn-in, sophisticated damping and feelsome brakes. Bottom in the voting, but think of it in that most un-American of terms — last of the winners.

The AMG GT S — also front-engined, also yellow — could not be more different. Where the Corvette intimidates, the GT S is accessible. Yet, first impressions are anything but encouraging; cluttered interior, over-assisted and remote steering seemingly plucked straight from an S-Class. Then you gather speed, and immediately you feel plugged into the GT S' superb balance and turbo-belying throttle response. For me, the AMG was the surprise of the test. This comfy GT is also an inspiring sports car.



**James Taylor**



With the Cayman still fresh in my mind, the first few miles in the GT S are anti-climactic: the steering numb, the whole car desensitised. But Gavin drove it last night, loves it, says I need more seat-time. He's right. You can miss the Merc's completeness on tests such as this one, when we're chasing a rush, not always thinking about living with the things. Pick one car here to do everything and the Merc wins. It's comfortable and refined, the infotainment excellent. Shame the centre console is so vast, its tiny gear selector so far back that you fumble at it like an ape scratching armpits.

On the plus side, the configurable buttons in that centre console actually serve a purpose: the AMG rides with cushy compliance — 'It just absorbs bumps then kills any body motion dead,' notes C J — but the softest suspension setting is too boaty when you're pushing on, so you press Sport, quelling roll without destroying the ride. The exhaust note is too subdued for a car whose luminous yellow schnozz arrives 10 minutes before you, but another button unleashes a muscle-car wobbling at low revs and thunderous farts during high-RPM gear swaps. Much better.

Just because the AMG shrugs off daily duties doesn't mean it can't entertain. The V8 is so far behind the front axle it's almost in the passenger seat, so even though you're riding the rear axle like Ben Hur, the AMG's eagerness to change direction feels centred round your kneecaps. You learn to trust that slightly aloof steering, knowing you can twist it with a wrist-flick. Lean on the front end, work the mighty brakes

and just nail each apex at daft speeds.

Excellent engine too — serious speed, great response, generous torque — and while the gearbox isn't as sharp as the best, it's good enough. It doesn't balk at high-rev shifts to second like AMGs once did, and the Sport+ setting chucks the right gear into the mix bang on cue.

A twin-turbo V8 sounds a handful in a deluge, but the AMG's chassis is so accomplished that killing the stability system is no death-wish: the rear rubber breaks away in completely linear fashion.

Not so the V8 supercharged Corvette. You sit low in a cabin of surprisingly sophisticated

▲ Communicative, balanced AMG loves to dance

► Smell that? That is the delicate fragrance of fear





I TURN THE Z06'S  
ELECTRONICS BACK ON, FOR  
FEAR OF LEAVING WALES  
BACKWARDS AND CRASHING  
INTO BIRMINGHAM





# The World's Best Sports Cars

> Wisdom, Experience and Speed, the three horsemen of the Sports Car Giant Test



> The consummate all-rounder and the Corvette. One's for living with, the other for making you feel alive



Feels so good on roads like these, almost as if it was engineered on UK soil...





finesse — even AFC is impressed, a man whose colouring-in is a match for his deft penmanship — a plaque on the dash warning that there's 650 horsepower and 881 Nm of torque lurking under that long right pedal. There's also a grab-handle that swoops down from the instrument binnacle to the passenger side, but handily it's also easy to reach from the driver's seat with your eyes closed... And you will get scared: prodding the throttle hard is like yanking on a lion's tonsils, or pulling open a trapdoor to oblivion.

The Corvette is not lacking in polish. Its steering is light and feelsome, the chassis well-controlled, and there's an agility that confounds initial expectations. But those tyres and that massive torque-rush make it just a bit terrifying in these conditions. Through a fast corner, the nose washes half-a-metre wide, and when I turn off the traction control there's such an excess of power that it becomes difficult to measure out in satisfying fizzes of tyre slip. I turn the electronics back on for fear of leaving Wales backwards and crashing into Birmingham.

## EYEBALLING THE SV'S REAR-VIEW MIRROR IS NOT FOR THE FAINT-HEARTED: METRES OF V12 WEARING A BATCAPE

I'm sure the Corvette would be epic in the dry, and it's important to stress that we're essentially on slicks battling a field on inters here (ditching the Z07 pack would've upped its chances in this instance), but today the 'Vette covers fewer miles than rivals; it just makes us all cry when we accelerate, though Gavin crowns the V8 the standout engine of the test.

Unbelievably, the Lamborghini is less intimidating. Two years ago, the Aventador Roadster flunked our annual sports car test, but the SV feels like a different car.

Don't get me wrong; at first the fear factor is immense. You open the dihedral door, sink into a carbon chassis on what feels like a wooden chair wrapped in alcantara, unnerved that the brake pedal presumes left-foot heroism. It's like perching inside an arrow-tip; near-horizontal windscreen, roof whizzing overhead like a glancing bullet, nose disappearing to a distant point. Eyeballing the rear-view mirror is not for the faint-hearted: several metres of V12 wearing a Batcape lives back there.

But immediately the SV feels happier than any other Aventador. The revised inboard dampers bring suppleness and control, there's no tram-lining and the steering has weight and tactility. Lamborghini's carbon brakes once offered quicksand-feedback but now you ease in on them, sensing the pressure build, working intuitively against the pedal. Amazingly the SV starts to cloak around you, giving you the confidence to exploit its potential.

And that potential is truly awesome. The V12 pulls ferociously as soon as you prod the throttle, yelping between gear changes and lunging towards the red-line with such endless linearity that you're too overawed to breathe. The sequential manual gearbox can be sluggish, but the harder you go, the cleaner the >





## FEATURE

### The World's Best Sports Cars



◀ 488 GTB's steering wheel plastered in controls



▶ AMG's centre console doubles as an aircraft carrier



◀ GT4 cockpit is so, so right; perfect ergonomics, lush material



▶ Aventador (with fire extinguisher) majors on intimidation



◀ Paddle-shift automatic the preferred Z06 transmission



▶ Snug Lotus easier to climb into than before



◀ GT3 RS is pure racer, albeit with nav and some very neat cup-holders



▶ Compact 675LT delivers the finest driving position here





## SECOND OPINION, 488 GTB: CAN THE GHOST OF 458 BE LAID TO REST?



**Ben Whitworth**

Let's get this out of the way — the 488 GTB has lost the 458 Italia's volume-dial throttle response. But if the throttle response of new Ferraris has been tempered by a switch to forced induction, do bear in mind that compared to its naturally-aspirated rivals it's still pretty sharp indeed. There's no lag as you and I know it. If anything, the powertrain's synapse-snappingly clever electronics make the engine's torque delivery feel more supercharged than turbo-

blown. The wailing soundtrack is still superb and the savage lunge from 6,000-8,000 RPM remains epic, so you'll want to rev the engine to its red-line. And yet the now more muscular mid-range muscle spears the 488 out of one corner and on to the next with effortless arcade-game ease.

And in normal driving — you know, the stuff that accounts for 99 out of every 100 kilometres covered — this makes the 488 a significantly easier car to drive fast. For a 670-PS car capable

of quite indecent pace, the Ferrari is indulgently benign and relaxed. It feels fluid and smooth, allowing you to pour it along roads at white-knuckle pace without the white knuckles. There's no twitchiness, no nervousness, just a confidence-swelling sense of calm and capability. Just like a 458. Only faster...

engagement, especially in Corsa mode. Run to 8,500 RPM and the digital dash frantically strobes blue; pulling the paddle-shift sends a defibrillator jolt through the powertrain, and speed continues to build on an apparently logarithmic scale. Really quick cars often silence passengers but the SV makes them oof and swear; they react in instinctive grunts to the V12's sensory bombardment.

Maybe, in the dry the SV will be more grip-at-all-costs vicious, but in the wet the all-wheel drive has fluidity and delicacy. All right, so sometimes the steering goes rigor-mortis solid as a massive hit of power churns through the front driveshafts, but the Lamborghini typically feels both rear-biased and sure-footed. They could've fitted more extreme tyres but the P Zeros' wet-weather performance, and the fact you can feel their tread-blocks shifting, adds to the Lamborghini's unexpected and very satisfying delicacy. You're left

buzzing and deeply impressed; impressed that this old-school supercar serves up its analogue experience without caveat — it doesn't ask that you excuse a load of rubbish bits as 'character'.

The Lotus Evora does. Recently revised to be faster, sharper and easier to live with, thanks to a tweaked cabin and sills you don't have to be a long-jumper to straddle, the Evora 400 costs £72k (Rs 72 lakh) and makes 405 PS from its now-intercooled 3.5-litre supercharged V6. There's a lot to like about the 400: the fingertip-delicacy of its steering is just sensational, the chassis flows and grips so you can attack as hard as your talent allows, and the V6 warble is deeply sonorous — 'Sounded amazing when you came past,' says Ben Miller — with a meaty top end where the regular Evora once wheezed.

But it's easy to nit-pick. The seats are mounted nearly as high as the Toyota-sourced engine, there's pronounced roll ➤



# The World's Best Sports Cars

## SECOND OPINION, RS, SV AND LT: TOO MUCH FOR THE ROAD?

Does hardcore make for a better drive? The 675LT, Lamborghini SV and GT3 RS Porsche are all firmer, faster and more featherweight iterations of three of the world's best supercars.

Vast rear wings advertise enhanced downforce. There's also increased power and, on the track-ready Porsche, a roll-cage and a 'pit speed' button, crucial when fast-fuelling at Monza but somewhat less useful in a Welsh Shell garage.

The overt racetrack nature of the GT3 RS is one of its many appeals, backed up by that 8,800-RPM red-line (and associated soundtrack), lightning-fast shifts, brilliant brakes, feelsome and precise steering, and a chassis of surprising deftness.

The SV is a surprise; far more composed on these challenging roads than the last cumbrous Aventador we sampled. The SV is agile, shrinking as you power on, never mind that the side mirrors betray just how close those big rear hips are to passing rocks and oncoming Transits.

And the LT? It's a car of superb agility, brilliant steering and great ride. It's the best car — F1 and P1 apart — that McLaren have ever made. Equally, the SV is the best Aventador Lamborghini have ever made. Is the GT3 RS the best 911? I'd choose something more discreet but if it's driving thrills you're after, no Porsche — not even the hybrid 918 — does it better.



**Gavin Green**

from the rear when you really chuck it at a corner, and the pedals are set up like a Steinway's. The brake and throttle are too far apart for heel and toe, the throttle is tricky to modulate — 'And it gets worse in Sport,' notes James Taylor, 'like there's nothing at the top, then everything' — and the brake pedal's feel isn't clearly enough defined. But the Evora's biggest problem, of course, is the cheaper, better-resolved Cayman GT4. Question is, can the GT4 give the 911 GT3 RS a run for its money?

Turn the key and the GT3 RS's 4.0-litre six chunters heavily at idle. You snuggle into low-slung, comfortable bucket seats — with a roll-cage where a Carrera's seats would live, it's like the car's escaped from the GT department and grabbed sat-nav and Radio 4 on the way out.

The RS is a scintillating drive: accurate, nicely weighted steering; a super-sharp, closely stacked dual-clutch 'box; fearless brakes. Despite its race DNA the RS rides with amazing pliancy and grips so hard it feels as if it'll peel tarmac from bedrock before letting go. The RS simply goes exactly where you point it, even when conventional wisdom would suggest the car's travelling far too fast to do so.

Somehow the six feels a little gutless from low revs in this largely turbo-assisted company, but the throttle

► Looking to keep a low profile? Then strike these three from your list





response, noise and the feral violence that accompanies every mission to the 8,800-RPM red-line is ultimately more rewarding. The torque deficit and accomplished chassis also means that the stability systems are safety nets, not essential equipment; you can use all that the GT can give almost all of the time.

The Cayman, of course, is slower, but its steering also has less definition, and there's a bit more vertical choppiness to the ride, probably because of the mid-engined car's shorter wheelbase. The Cayman's brake pedal is also very firm right from the top of its travel,

where the RS has a fraction more give; it's easier to accurately bleed off speed in the RS.

Broach their limits and the two feel quite different. The Cayman has some high-speed understeer on damp roads, so you exploit its intrinsic balance by tip-toeing right up to that line then throwing in a load more steering and throttle. The RS' limits are significantly higher, so to play with its balance you must go in hard on the brakes to shift some of the flat-six's weight from the rear wheels, then steer and accelerate more forcefully than in the Cayman. The first time you feel the rear >





## FERRARI'S FAMOUSLY FAST STEERING IS NOW MEATIER AND BETTER DETAILED THAN THE BANTAMWEIGHT 458'S

slide, and realise you're dictating the angle of slip and that the RS is not going bite, is just sublime. It's playful and perfectly balanced and, for me, demolishes the idea that the Cayman is the more agile car.

The other great grudge match here? Ferrari versus McLaren, of course. Since the Ferrari 458 beat the 12C in 2011, McLaren have been busy. The 12C became the excellent 650S (third in last year's test) and now there's the 675LT; more focused chassis, 100 kg lighter, more downforce, extra shove. Meanwhile, the engine that helped the 458 to victory — its incredible naturally-aspirated V8 — has been pensioned off, replaced by the 488 GTB's twin-turbo V8.

But the response of Ferrari's new engine makes you question if there are any blowers strapped on at all: there's no lag, just linear delivery and instant response and — because all 760 Nm is held back for seventh-gear flexibility — you're as keen as ever to chase the revs. The 3.9 doesn't have the 458's top-end scream, but the deep, bassy roar and whistling backing track still make you tingle, and the mid-range delivery simply destroys the 458's. Combined with a dual-clutch gearbox that's swifter than anything else here, it's actually impossible to fall out of the powerband.

The powertrain's precision, the easy accessibility of its manettino dial compared with McLaren's faffier Active Dynamics Panel and the sense of control you have over the electronic rear diff make this an incredibly incisive car, one that's easy to push to its limits. Approach a corner, tweak the steering, feel the rear axle ready itself and then enjoy a carefree adjustability that's more rewarding than the 675LT.

## SECOND OPINION, LOTUS EVORA OR CAYMAN GT4?

Combine the vast muddy puddle that is north Wales with a spectacular range of exotica and there are two absolute givens; agreeable disagreements and trenchfoot. Odd then, that, unprompted, we were unanimous on just one issue: in isolation the Evora 400 is a rather splendid thing...

There's a pleasing on-paper parity to the only two cars here offering a six-speed manual transmission, though the Porsche trumps the admittedly lighter — the steering wheel's magnesium! — and more powerful Lotus on price by £7,500 (Rs 7.5 lakh). Though the Evora's chassis remains a marvel and the steering utterly sublime, the absorbing fluidity of progress they combine to elicit is marred by the less than

wholesome gear change, the occasionally awkward pedals which, when wet, mutate into three little bars of soap, the all-or-nothing throttle response, and so little flywheel weight that, unless you can change up faster than the aforementioned are happy to allow, the revs drop like an anvil kicked off a cliff.

Meanwhile, the Cayman simply excels; beautifully linear controls, a gear-change sweeter than candy-floss and exquisite handling. With UK's initial 50-car allocation all sold, getting hold of one won't be a quick or easy process. Sob.



**Anthony  
french-constant**

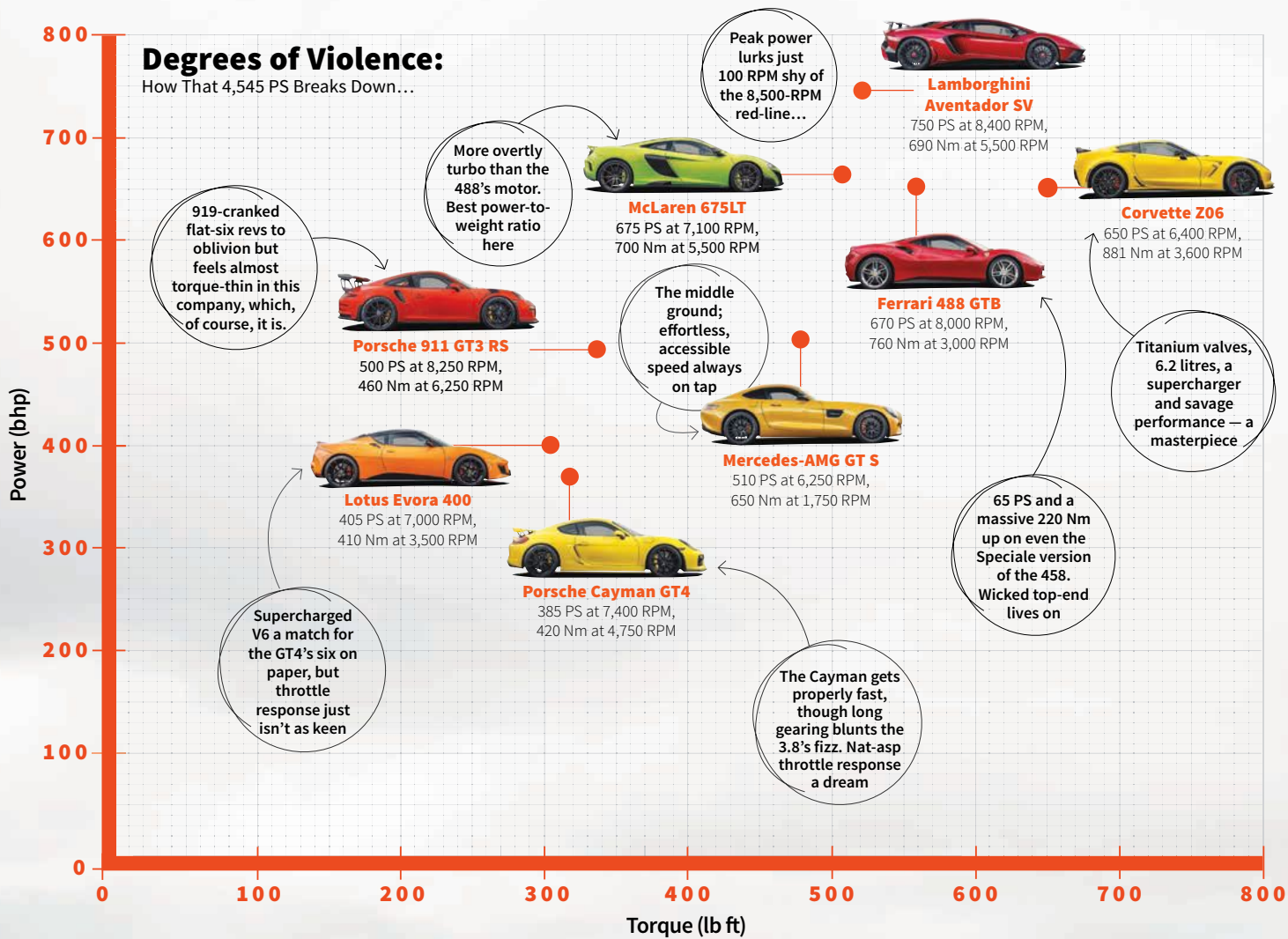
First encounters can be a little off-putting, though. Ferrari's famously fast steering — now meatier and better detailed than the bantamweight 458's — lends inertia-free agility but also conveys an initial nervousness; it takes time to dial in, and to understand that even the smallest inputs yield exaggerated movements. Combined with the massive boost surplus, you can feel reluctant to play with the traction on a damp road; the well-judged stability control becomes an essential element of its frisky willingness to change direction, and I'd bet novices would put a 488 in a field before the GT3 RS if the government decided that electronic safety systems were cheats and we should all man up.

Yet this is a very accomplished supercar, and that's with the 488 GTB sacrificing ultimate performance to create something more rounded than the McLaren. The Ferrari's suspension is compliant, its cabin noise more >

▼ Both brilliant, but would you take the Lotus, or settle for the Cayman and £7,500 (Rs 7.5 lakh) change?









## The World's Best Sports Cars

hushed than the GT Porsche's, the Pilot Sports better able to shift water than the McLaren's Trofeos.

A lighter, harder, faster 488 will be along to battle the 675LT in a few years' time, but that seems a long time to let a McLaren this focused roam freely. Climb in and you feel instantly hardwired into the 675LT: its P1 hypercar seats are mounted low and put your backside closest to the deck, Alonso-style. The steering bristles with texture, and every exploratory nudge at the faster rack builds confidence in a taut, connected chassis. The LT is a lot firmer than the 650S, and while the compliance remains impressive, I'd have made Normal my Sport, with a softer mode beneath.

The 3.8-litre twin-turbo V8 makes a deeper growl from its titanium exhausts than the 650S; McLaren claims only a 25-PS and 22-Nm hike, but the new engine — 50 per cent parts commonality — kicks with real ferocity. You still need 3,500 RPM before things get serious but that boost tsunami brings its own addictive anticipation. Previously, McLaren's seven-speed dual-clutch gearbox was too tardy to drop three gears in quick succession, with two coming snappily while the third slurred. Now the changes are like finger-clicks.

Like the SV, the McLaren presents its brake pedal to your left foot, and like Lamborghinis of old, McLaren's

carbon-ceramics were once fuzzy when you toed at the first few centimetres. But the LT's brakes are exceptional; a little give as pads first clamp discs, then power and feedback even an untrained left foot like mine can decipher.

Because both the Ferrari and Porsche engines have such linear response, and because both have locking rear diffs, those cars have a crisper relationship between throttle pedal and rear axle when tyres start to slip, and that brings a more satisfying sense of control, but the McLaren is still an incredibly interactive experience.

The sun's shining brightly now; standing water ebbing fast, the McLaren's hardcore Trofeo tyres keying into the surface. I wind third past 7,000 RPM, pull for fourth, spy a vestigial kick of spray round a corner and keep it pinned. When the road opens there's a huge red spoiler visible through the dazzle and spray ahead. I close on the GT3 RS, hear its 4.0-litre screaming to 9,000 RPM and wonder if I might just be driving this year's winner. Then there's a noise from the McLaren's bowels, a loss of power. I pull over. The GT3 RS disappears into the distance. Come on McLaren, you can retire from every other GP but you can't produce a car as exceptional as this only to fall at the final hurdle... >

I WIND THE LT PAST 7,000 RPM, CLOSE ON THE GT3 AND WONDER IF I MIGHT BE DRIVING THE WINNER







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## THE RECKONING

- 8 Corvette Z06**  
Extraordinary engine, fine chassis, scary tyres. Bargain in the US; £112,910 (Rs 1.13 crore) in the United Kingdom...
- 7 Lotus Evora 400**  
Dreamy steering but the details will keep you awake at night
- 6 AMG GT S**  
Too well-rounded to win, but AMG's Gran Turismo is a fine sports car
- 5 Lamborghini Aventador SV**  
Best Lamborghini ever? Believe. A £315k (Rs 3.15 crore), 750-PS triumph of evolution
- 4 Porsche Cayman GT4**  
The runaway winner if you factor in price. No wonder its biggest issue is availability
- 3 McLaren 675LT**  
A cut-price P1, and as focused and rewarding as the 650S is versatile
- 2 Ferrari 488 GTB**  
Breathtaking agility and speed, delivered apparently without effort
- 1 Porsche 911 GT3 RS**  
Special like a race car; practical like a (two-seat) 911. Best driver's Porsche yet

## And the winner is... By Gavin Green

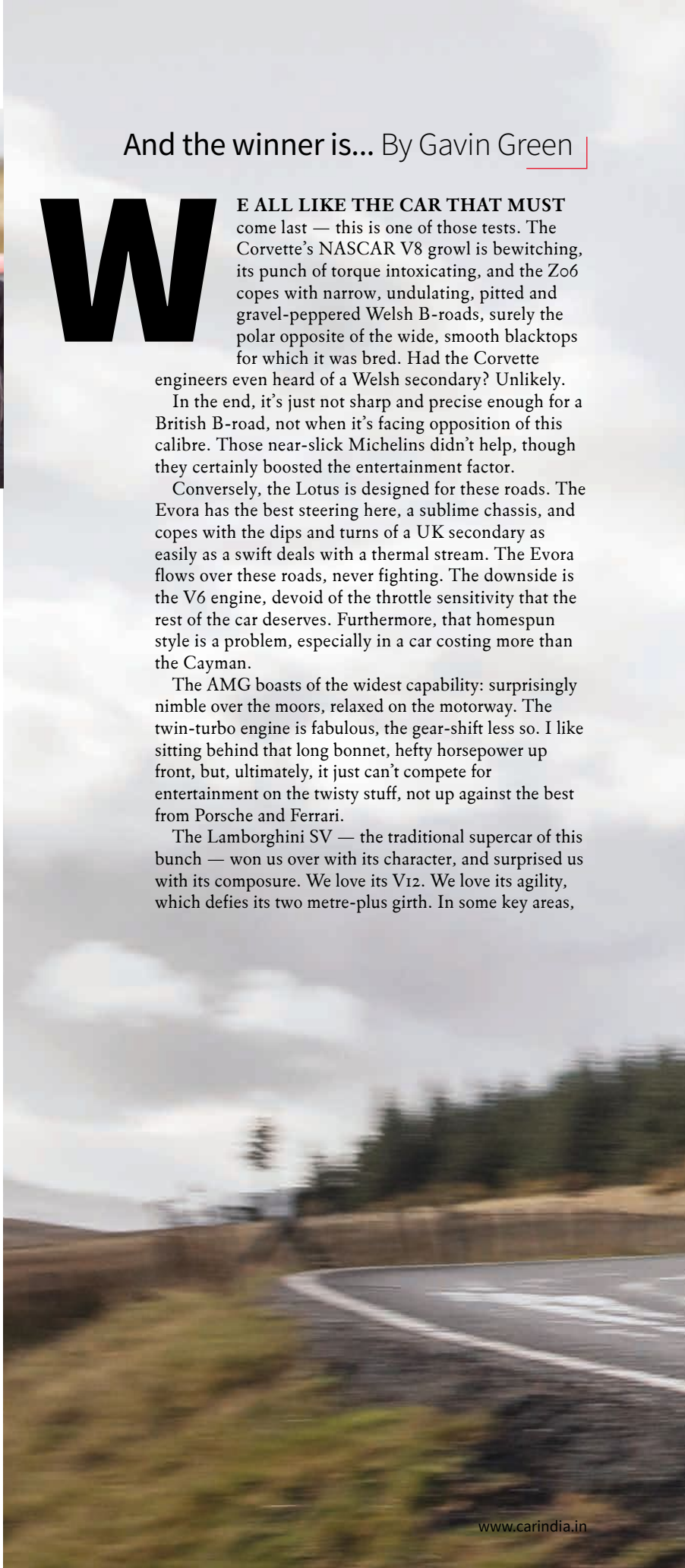
**W**E ALL LIKE THE CAR THAT MUST come last — this is one of those tests. The Corvette's NASCAR V8 growl is bewitching, its punch of torque intoxicating, and the Z06 copes with narrow, undulating, pitted and gravel-peppered Welsh B-roads, surely the polar opposite of the wide, smooth blacktops for which it was bred. Had the Corvette engineers even heard of a Welsh secondary? Unlikely.

In the end, it's just not sharp and precise enough for a British B-road, not when it's facing opposition of this calibre. Those near-slick Michelins didn't help, though they certainly boosted the entertainment factor.

Conversely, the Lotus is designed for these roads. The Evora has the best steering here, a sublime chassis, and copes with the dips and turns of a UK secondary as easily as a swift deals with a thermal stream. The Evora flows over these roads, never fighting. The downside is the V6 engine, devoid of the throttle sensitivity that the rest of the car deserves. Furthermore, that homespun style is a problem, especially in a car costing more than the Cayman.

The AMG boasts of the widest capability: surprisingly nimble over the moors, relaxed on the motorway. The twin-turbo engine is fabulous, the gear-shift less so. I like sitting behind that long bonnet, hefty horsepower up front, but, ultimately, it just can't compete for entertainment on the twisty stuff, not up against the best from Porsche and Ferrari.

The Lamborghini SV — the traditional supercar of this bunch — won us over with its character, and surprised us with its composure. We love its V12. We love its agility, which defies its two metre-plus girth. In some key areas,





though — gearshift, seats — it can't compete. Plus the terrible visibility and video-game instrumentation undoubtedly diminish driving pleasure.

So our top three, from bronze to gold, runs McLaren 675LT, Ferrari 488 GTB, Porsche 911 GT3 RS. If value for money were a factor (it wasn't), the fourth-placed Cayman would win. How could it fail, when it costs half as much as a GT3 and one-fifth of an Aventador? We all love it. But its rival Porsche, the GT3 RS, is faster, sharper, more dramatic to drive, has more definition to its steering and better modulation to its braking.

The Ferrari is awesome, of course. The new turbocharged engine has slightly dulled the throttle sharpness of the old 458 and, more importantly, the linearity of the torque delivery. The flipside is that the turbo-inflating torque makes it easier to drive briskly, the power always on tap. It is a less frenzied sports car than the 911, more supple, less hardcore, not so immersive; majestically entertaining but somehow less engaging.

Ultimately, though, it doesn't thrill or reward quite like the GT3 RS, our winner. The Porsche is a track car boasting of surprisingly civilised road manners. The throttle response and barely credible 8,800-RPM red-line are both sensational, the gear-shift crackerjack instant. It is, very possibly, the best driver's car Porsche have ever made.

And the 675LT? It may have won, were it not for its DNF — 'a powertrain issue on a pre-production press car, and the result of damage sustained on a previous activity', according to McLaren. To drive this driver-focused evolution of the 650S is to be smitten. The LT is more nimble than the GT3 RS, faster and enjoys better steering, though its engine is less sweet, if ultimately more forceful at high revs. The McLaren also boasts of the finest driving position here. The only consolation is that there is always a next time. **car**



THE GT3 RS WINS.  
IT IS, VERY POSSIBLY,  
THE BEST DRIVER'S CAR  
PORSCHE HAVE EVER MADE





# Destination Desert

Story: Harket Suchde Photography: Harket Suchde & Honda

Honda took the auto scribe fraternity to mesmerising Rajasthan armed with the company's new Honda Connect app. Here's how it all panned out

**T**HE FIRST THING I DISCOVERED on the recent sixth 'Honda Drive to Discover' was that legendary rock gods Pink Floyd are now *passé*, or at least that's what one of the Drive's invitees claimed the night before we were to set off. Well, no one told me, because as soon as a couple of my contemporaries from the automotive journalism world and I hopped into a Honda CR-V at our hotel in Jodhpur, I plugged in my thumb-drive (as is common custom) and that iconic opening sequence from 'Another Brick in the Wall', pt. 2 greeted our ears. I took up the co-pilot's slot and assumed the role of DJ in the beginning and settled in to absorb the vibrant hues of the kaleidoscope that is Rajasthan as it flits by, framed in the car's windscreen.

Our first day was an easy one, with a drive to Jaisalmer, some 275 kilometres away from our destination. Interesting things happened en route, as they usually do when on a road-trip especially in a State that's as full of surprises as Rajasthan is, and, inevitably, a lot of it boiled down to the wildlife there that treats the inter-city highways as their own personal hangout. It's like driving through a never-ending zoo. I don't know about you, but I loved the zoo as a kid. You have to be really careful, though, and the Honda CR-Vs, Citys and Jazzes that made up our convoy could be heard expressing their displeasure over these errant encroachments with high-pitched squeals of rubber dragging repeatedly to a stop across the tarmac.

➤ Jodhpur's Mehrangarh Fort in all its glory



➤ Jaisalmer, here we come





Of course, the animals would probably say the same about us; they were there first, after all. Despite the stoppages for animals and shutterbugs, we made it in good time to Jaisalmer, with yours truly driving his fair share of the stretch along the way.

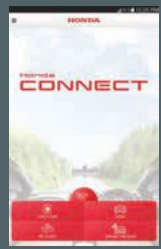
Day two was free-for-all, and me and a couple of the guys decided to wake up at the crack of dawn and make a break for the border. So we drove off towards the village of Tanot, only a few kilometres away from the Indo-Pak border. The 125-km drive there was blissful despite some sticky patches of roads under construction, and windmills, sand and trees — yes, trees; the maps you studied in your fifth grade geography lied to you — all made for some fascinating landscape as we travelled along near empty roads. From the temple, we headed towards one of the scenes of the battle of the 1971 war with Pakistan: Longewala. This time, while the road was a tiny one-and-a-half-laner stretching the 40-odd kilometres between the two places, it was perfectly smooth and surrounded by sand.

Animals, as ever, were present to scare the bejesus out of us, including the elusive and much vaunted blackbucks. These glorious mammals think nothing of frolicking across Rajasthan's roads; no wonder they're listed as 'near threatened', although certain celebrity poachers might have something to do with it, too. At Longewala, we visited the actual battlefield where the Army has displayed the various weapons used by us, the tanks we captured from our dear neighbours, and have recounted the stories of and paid tribute to our valiant warriors who made the ultimate sacrifice for our country. An emotion-filled hour or so later, it was time ➤

➤ Jaisalmer, almost there!

## HONDA CONNECT

I had the opportunity to use the new Honda Connect App on this trip, and it is quite snazzy. Available on iOS and Android, it sports features such as impact alert, location sharing, vehicle health, car location, and service alerts. You can even study your driving skills on long trips, among other things.







◀ To the victor go the spoils - Pakistan's tank captured in '71



▶ Wee 'lil Khaba Fort is a must-see



▶ The jawans honoured in a lasting tribute








to head back, as the sun began to set and the azure sky faded to a blood orange from the dying embers of that big sinking fireball.

We were up early again the next morning, and headed towards the accursed village of Kuldhara. Legend has it that 85 Paliwal Brahmin village settlements up and left after Jaisalmer's then Prime Minister Salim Singh took fancy to the daughter of one of the village heads, and tried to force her hand in marriage. The story continues that they lay a curse on the land, making it uninhabitable for anyone else. The ruins of the eerily still-abandoned villages can be seen at the site even today. We also stopped by the Khaba Fort, also believed to be a building previously inhabited by the Paliwal Brahmins and abandoned during the aforementioned great abandonment. I couldn't really verify these claims — no ghosts, vampires or other undead creatures were encountered in our visits to either spots — but I will say that Khaba is definitely the teeniest fort I have ever laid eyes on; so small, in fact, that you could leap straight off an elephant's back and over the walls.

Pondering the vagaries of Paliwal Brahmin fort architecture in the 1700s I drove back towards Jodhpur in our excellent Honda steeds, savouring a sample of what each of them offered en route. An incident involving a couple of peahens later, were back at our hotel, and our 'Drive to Discover Rajasthan' was at an end.   
[NB: No animals were harmed during this travelogue]





# FRENCH

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## S U P R E M A C Y

**French rally ace Stéphane Peterhansel storms to victory in the 2016 edition of Dakar**

Story: Ravi Chandnani Photography: DPPI





**D**AKAR RALLY, THE TOUGHEST rally raid on the planet, culminated recently and this year it was Stéphane Peterhansel of Team Peugeot Total who clinched his 12th victory in style after favourites like Sébastien Loeb and Carlos

Sainz found themselves out of the contention due to technical problems.

This year the Dakar Rally started off on a sad note as four spectators were struck by an X-Raid MINI on the opening prologue stage, forcing the organisers to neutralise the stage and turn it into a link section. Day two saw the cancellation of the first stage due to bad weather. However, on the third day, the rally finally got under way with the second stage running normally.

Nine-time WRC champion Sébastien Loeb opened his

Dakar account by winning the second stage. The French legend was the fastest through every check-point despite the conditions being tricky due to incessant rain. Dakar veteran Stéphane Peterhansel completed the second stage just two minutes and 23 seconds behind Loeb. In third was Giniel de Villiers of Toyota Gazoo Racing South Africa.

Meanwhile, WRC legend Carlos Sainz, who was also driving for Peugeot, ran into trouble as he faced problems with the engine of his 2008 DKR 2016. The veteran finished the first stage out of the top 10.

The third stage saw Loeb extend his lead as he won it. South African rallyist and former Dakar winner, Giniel de Villiers of Toyota, moved up to second while Peterhansel finished third. Mikko Hirvonen was consistent in fourth while Sainz had moved from 14 to 10th.

Things began looking better for Peterhansel on the fifth day as he was the fastest during the fourth stage. He won the stage comfortably, though Loeb was still leading the rally with four minutes 48 seconds separating the two. Nasser Al-Attiyah of X-Raid MINI had moved into third. Carlos Sainz also moved up the order into fifth.

On the sixth day, however, Loeb made a quick comeback and extended his lead to almost eight minutes after outpacing Peterhansel. Meanwhile, his Peugeot team-mate and Spaniard legend, Sainz, had moved further up the order into third place. The top three places were dominated by Peugeot as Dakar entered the seventh day.

Unfortunately, Loeb ran out of luck on the seventh day when his 2008 DKR encountered a puncture and sticky throttle which cost him the lead. This meant that Peterhansel was now leading the Dakar 2016 for the first time after running second for most of the week. Loeb was just 27 seconds behind him.

The last day of the first week was a surprise as Carlos Sainz managed to win the seventh stage. It all started after Loeb took the lead once again early on in the stage. However, with engine problems aplenty for Loeb, Sainz managed to edge fellow WRC champion for the lead. Sainz was only 38 seconds faster to the finish-line. Nasser Al-Attiyah was able to finish third in the seventh stage. Although Peterhansel finished the seventh stage in fourth place, he was still second in the overall standings.

With Loeb entering the second week with a >

▼ Stéphane Peterhansel (L) Jean-Paul Cottret (R) with team principal Bruno Famin of Team Peugeot Total celebrating their win





► Sébastien Loeb, the nine-time WRC champion, had a dream start, but, by the second week, it had turned into a nightmare

► 2010 Dakar winner and rally legend Carlos Sainz was in the contention for the podium, however, some technical problems with the 2008 DKR forced the veteran out

▼ Peterhansel in the 2008 DKR on the way to Dakar glory for the 12th time, but it was Peugeot's triumph, being the French marque's first victory in 25 years



comfortable lead it seemed that he would continue his winning streak to claim victory on his first attempt. As it turned out, Naseer Al-Attiyah of X-Raid MINI, who took to the dunes like a fish takes to water, was the man of the hour. At the first checkpoint, Al-Attiyah was already leading, with a minute separating him and Loeb. However, his lead was cut short by Carlos Sainz who managed to overtake Al-Attiyah for the lead. With Sainz and Al-Attiyah fighting for the lead, Loeb's luck ran out as he lost a lot of time after getting stuck in the dunes. A nasty crash with just 20 miles to go put paid to Loeb's hopes of winning the event on his debut.

With Loeb out, Sainz was looking at yet another stage

win for Peugeot, but during the few final moments of the stage Al-Attiyah made a superb comeback, snatching the lead from Sainz and winning the stage by 12 seconds. Peterhansel, who was just 31 seconds off, managed to finish third in the eighth stage. With Loeb out of the lead and a third-place finish on stage eight, Peterhansel was back in the lead.

Peterhansel's lead proved short-lived, though, on the following day during the ninth stage. The day began with Al-Attiyah taking an early lead as he was 10 seconds quicker to the first control point. As the rally progressed, however, he suffered two punctures while being chased by, surprisingly, Leeroy Poulter of Toyota Gazoo Racing South Africa. The three Peugeots of Loeb, Peterhansel and Sainz were all running further back. Sainz made a quick comeback to take the lead at the second control point. The rally was halted at this control point due to extreme temperatures. This clearly gave Sainz the lead as Peterhansel collected multiple punctures and also because he got stuck in the sand. This was the first time Sainz was leading the event, making him the third Peugeot driver to lead the Dakar in 2016. Peterhansel had been forced to second in the overall standings with Al-Attiyah in third following his immaculate performance during the eighth and ninth stages.

After being pushed to second overall, Peterhansel ran into further trouble when X-Raid MINI complained about the Peugeot driver for refuelling infringement. However, Peterhansel was exonerated as MINI's appeal was rejected by race direction. Now Peterhansel was back, stronger than before, as he claimed another stage win by being the fastest on stage 10. Luck seemed to be on his side as well because team-mate and 2010 Dakar winner Carlos Sainz was forced out of the event after running into gearbox trouble. Peterhansel had a perfect run as he won the stage and reclaimed the lead. Cyril Despres, a Dakar veteran who was also driving a Peugeot, ended the day behind Peterhansel with Vladimir Vasilyev of G-Energy Team Toyota in third.





Stage 11 started off on a good note for Peterhansel who had just enough pace to maintain his lead at the end of the stage. Naseer Al-Attiyah, however, closed the gap between himself and Peterhansel by winning the 11th stage. Loeb made a strong comeback on the 11th stage by finishing the day in a strong second place despite technical problems. Meanwhile, Mikko Hirvonen, who finished the stage in third, came close to being third in the overall standings but Giniel de Villiers defended his position quite well.

The penultimate stage of the event saw former WRC champion Mikko Hirvonen take his first stage win by being the fastest. It was Toyota man Leeroy Poulter who was setting the pace on the penultimate stage but with just a few miles to go, X-Raid MINI men, Hirvonen and Al-Attiyah, came charging down on the Toyota driver to wrest the lead. From there the two MINI slugged it out right till the finish-line where Hirvonen trumped Al-Attiyah for his maiden 2016 stage win. Al-Attiyah was second, just nine seconds adrift. Leeroy Poulter of Toyota was the third fastest on the penultimate day.

Meanwhile, Peterhansel drove cautiously, finishing eighth on stage 12, but he still managed to end the day with a comfortable lead of 40 minutes in the overall standings. Al-Attiyah was still running second with Giniel de Villiers in third.

The final stage, a relatively short one that ran for just 288 kilometres, saw Loeb rise above the rest, finishing his début Dakar in style. Loeb was the pace-setter on the 13th stage as he posted a time of one hour, 46 minutes and 51 seconds. The highlight of the day, however, was Loeb's WRC nemesis, Mikko Hirvonen, who challenged the French rally ace for a stage win but could only manage a second-place finish. Hirvonen's MINI team-mate, Al-Attiyah, was also quick, but not quick enough as he crossed the line third on the last day.

But with a solid lead of over half an hour, it was Stéphane Peterhansel of Team Peugeot Total who impressed everyone by cruising to an easy victory.



Peterhansel finished out of the top 10 in the final stage. With a total lead of 34 minutes and 58 seconds, he had won his 12th Dakar title and Peugeot's first in 25 years. Al-Attiyah came in a close second and Giniel de Villiers of Toyota Gazoo Racing South Africa in third. Mikko Hirvonen missed the podium by just 2.7 minutes as he finished fourth overall. Peugeot would have celebrated hugely if Carlos Sainz and Loeb were also on the podium but the two veterans were plagued by technical problems and crashes, thus ending Peugeot 2016 Dakar endeavours on a sweet-sour note. **car**

▼ Naseer Al-Attiyah got the X-Raid MINI on to the podium with his second place: exceptional driving from the Qatari





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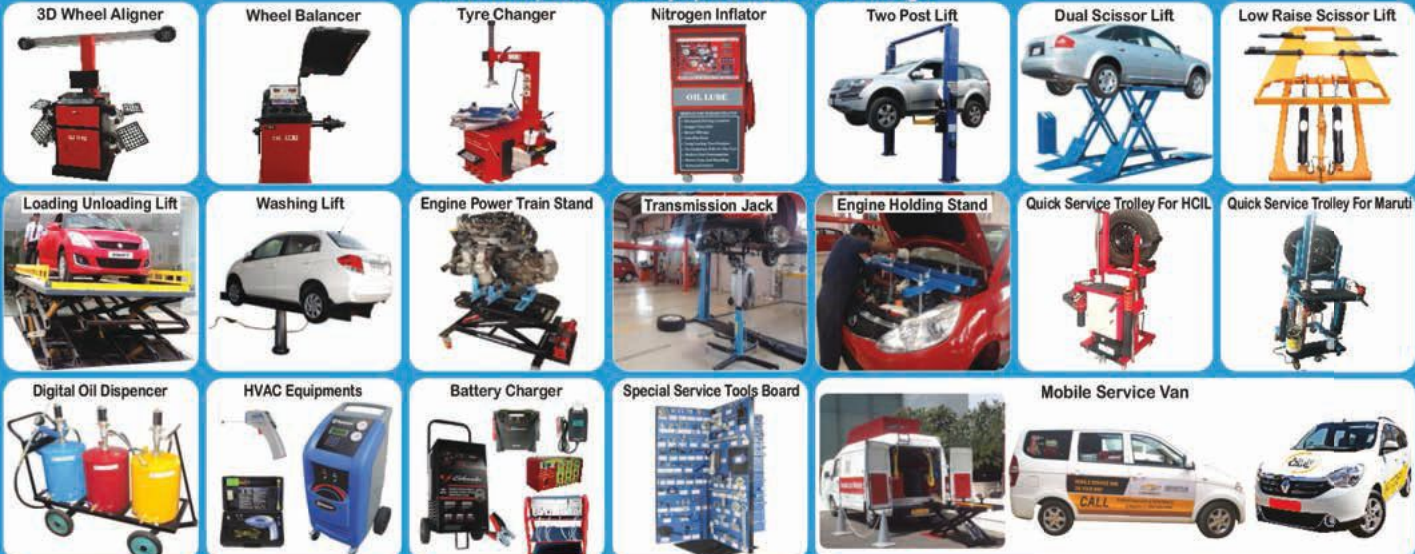
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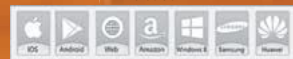
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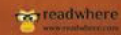


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# On the Way to Glory

**Jehan Daruvala kicks off 2016 on an upswing by winning the prestigious Lady Wigram Trophy**

Report: Ravi Chandnani  
Photography: Rayo Racing



## IS JEHAN ON THE WAY TO GREATNESS?

Well, it seems likely because the Sahara Force India driver recently claimed top honours by winning the Lady Wigram Trophy, a race wherein F1 greats like Jackie Stewart, Jack Brabham, Stirling Moss, Jim Clark and Bruce McLaren have shone quite bright.

Jehan's 2016 calendar opened with a spectacular win at the Trophy where, after struggling initially, he managed to rise from 15th to first in one of the races.

Jehan made the switch from karts to cars last year and this year the youngster was driving the Toyota Racing Series Formula car at Ruapuna Park circuit, New Zealand. For Jehan, the weekend got underway with some struggle as the youngster had a terrible time during practice and then electrical glitches in his car forced him to sit out for a while. During qualifying one, he managed to place himself eighth on the timing sheets. Qualifying Two was even worse as the youngster could only muster 15th place because of the wrong tyre choice.

As the lights went out for race one, Jehan quickly lost a position; however, he came back strong, finally finishing the race in eighth. The second race had a reverse grid order, which meant Jehan was catapulted to pole position. As the lights went out for the second time, Jehan had a terrible start which forced him down to the ninth place.

The worst, however, was yet to come. With the race being yellow-flagged, Jehan slowed down just like everyone else. Unfortunately, during this time Jehan's car was hit from behind, forcing him further down the order to 16th. The youngster still had some fight left in him, though, as he managed to gain three places and finish Race Two in the 13th place.

After two races Jehan's luck changed drastically. It was time for this young Indian to dazzle and do India proud. As the lights went out for the third time, Jehan managed to get a good start from 15th. Like everyone else, he was on slicks

➤ Jehan Daruvala has become the first Indian racer to win the prestigious Lady Wigram Trophy



and as the track was slightly damp, he did lose a position, but recovered quickly and moved up the ladder. As the race progressed, it started to rain and Jehan's team-mate, Pedro Piquet, son of former F1 champion, Nelson Piquet, came in for wet tyres as most of the bunch stayed out. On wet tyres Pedro was going faster than others so the team decided to call Jehan in for a set of wet tyres.

As Jehan exited the pits he was a lap down on the race leader, Lando Norris, but with wet tyres and damp conditions Jehan was going for the kill. He quickly started overtaking the cars in front of him and made up quite a few places on wet tyres and even got himself un-lapped.

Jehan got another break when the Safety Car was deployed, which made the group running at the front come closer and bunch up. This meant that Jehan and his team-mate, who were among the first drivers to pit for wet tyres, had the advantage as some of the front-runners were still running on slicks. As the safety car pulled into the pits, Jehan simply nailed it and never looked back. First he overtook his team-mate, Pedro, and then a few more drivers. He gained six positions in a single lap, going from seventh to the first. From there he simply started pulling away, creating a gap between himself and the rest of the pack.

Once he was at the front, it seemed nothing could stop him from winning the race. And that is exactly what happened but in a more dramatic way. With Jehan leading the race, the Safety Car pulled out and after a while the race was stopped. This clearly marked the youngster as the winner of one of the most prestigious races, the Lady Wigram Trophy.

Winning this race has elevated Jehan to the league of greats; many winners of this trophy are F1 champions. His pace and determination he just might become the first-ever Formula One champion from India. **car**

▼ Jehan's performance in somewhat wet Race Three was exceptional







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## NEW ARRIVALS



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2013 Porsche Cayenne GTS



2011 Lamborghini Gallardo  
LP 560-4 'Bicolore'



2013 Ferrari 458 Italia



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# GBU

## THE GOOD THE BAD & THE UGLY INDIA'S PUNCHIEST CAR BUYING GUIDE

GBU

MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY (CYLINDERS)	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT (IN KG)	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KMH (IN SEC)	TOP SPEED (IN KMH)	AVERAGE FUEL ECONOMY (IN KML)	POWER WINDOWS	AIRBAGS	MUSIC SYSTEM	ALLOY WHEELS	TESTED	OVERALL RATING
ASTON MARTIN																				
VANTAGE																				
For: NA. Against: NA. Verdict: NA.																				
Alternatives: 1. Ferrari California T 2. Porsche 911 3. Mercedes S-Coupé 4. Lamborghini Huracán																				
V8 Coupé	280.00*	4735/8	7A	470	426	1630	80	NA	275/35 R19	✓	✓	NA	290	NA	✓	✓	✓	✓	NA	NA
V8 Roadster	299.00*	4735/8	7A	470	426	1710	80	NA	275/35 R19	✓	✓	NA	290	NA	✓	✓	✓	✓	NA	NA
V8 S Coupé	305.00*	4735/8	7A	490	436	1610	80	NA	285/35 R19	✓	✓	NA	305	NA	✓	✓	✓	✓	NA	NA
V8 S Roadster	325.00*	4735/8	7A	490	436	1690	80	NA	285/35 R19	✓	✓	NA	305	NA	✓	✓	✓	✓	NA	NA
V12 S Coupé	375.00*	5935/12	7A	620	573	1665	80	NA	295/30 R19	✓	✓	NA	330	NA	✓	✓	✓	✓	NA	NA
V12 S Roadster	400.00*	5935/12	7A	620	573	1745	80	NA	295/30 R19	✓	✓	NA	323	NA	✓	✓	✓	✓	NA	NA
DB9																				
For: NA. Against: NA. Verdict: NA.																				
Alternatives: 1. Porsche 911 Turbo 2. Bentley Continental GT																				
Coupé	410.00*	5935/12	6A	620	517	1785	78	NA	295/30 R20	✓	✓	NA	295	NA	✓	✓	✓	✓	NA	NA
VANQUISH																				
For: NA. Against: NA. Verdict: NA.																				
Alternatives: 1. Bentley Continental GT Speed 2. Ferrari F12berlinetta 3. Lamborghini Aventador																				
Coupé	435.00*	5935/12	8A	630	576	1739	80	NA	305/30 R20	✓	✓	NA	324	NA	✓	✓	✓	✓	NA	NA
Volanté	470.00*	5935/12	8A	630	576	1844	78	NA	305/30 R20	✓	✓	NA	317	NA	✓	✓	✓	✓	NA	NA
RAPIDE																				
For: NA. Against: NA. Verdict: NA.																				
Alternatives: 1. Porsche Panamera 2. Maserati Quattroporte 3. Mercedes-AMG S 63																				
Rapide S	425.00*	5935/12	8A	630	560	1990	90.5	NA	295/35 R20	✓	✓	NA	306	NA	✓	✓	✓	✓	NA	NA
AUDI																				
A3																				
For: Refinement, performance, ride, handling, build quality. Against: Rear space. Verdict: Sporty, but comfortable family sedan.																				
Alternatives: 1. Skoda Superb 2. Volkswagen Jetta 3. Mercedes-Benz A-Class 4. BMW 1 Series 5. Volvo V40																				
40 TFSI Premium	25.50*	1798/4	7A	250	180	1295	50	425	225/45 R17	✓	✓	8.26	220	11.88	✓	✓	✓	✓	Dec 14	★★★★★
35 TDI Attraction	24.56*	1968/4	6A	320	143	1340	50	425	205/55 R16	✓	✓	10.0	196	15.75	✓	✓	✓	✓	NA	NA
35 TDI Technology	34.06*	1968/4	6A	320	143	1340	50	425	225/45 R17	✓	✓	10.0	196	15.75	✓	✓	✓	✓	Aug 14	★★★★★
40 TFSI Cabriolet	44.75*	1798/4	7A	250	180	1430	50	320	225/45 R17	✓	✓	8.76	220	11.88	✓	✓	✓	✓	Jan 15	★★★★★

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## NEW THIS MONTH

### ► MAHINDRA KUV100

A sub-compact SUV priced to rival hatchbacks, the KUV surprises with a tractable engine and good ride quality, making it a genuinely practical everyday car



### ► FORD ENDEAVOUR

Definitely more contemporary and capable than its predecessor, the new Endeavour brings more equipment, technology and all-new engines that are as clean as they are powerful



## LEGENDS

### PRICES

On the road, Pune (subject to change)

BO: Available only By Order

\*: Ex-showroom price listed

NA: Price not available

### FEATURES

F: Front only

D: Driver airbag only

O: Optional equipment



MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY (C/CYLINDERS)	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT (IN KG)	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KM/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIRBAGS	MUSIC SYSTEM	ALLOY WHEELS	TESTED	OVERALL RATING
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## ASTON MARTIN

## VANTAGE

**For:** NA. **Against:** NA. **Verdict:** NA.

**Alternatives:** 1. Ferrari California T 2. Porsche 911 3. Mercedes S-Coupé 4. Lamborghini Huracán



V8 Coupé	280.00*	4735/8	7A	470	426	1630	80	NA	275/35 R19	✓	✓	NA	290	NA	✓	✓	✓	✓	NA	NA
V8 Roadster	299.00*	4735/8	7A	470	426	1710	80	NA	275/35 R19	✓	✓	NA	290	NA	✓	✓	✓	✓	NA	NA
V8 S Coupé	305.00*	4735/8	7A	490	436	1610	80	NA	285/35 R19	✓	✓	NA	305	NA	✓	✓	✓	✓	NA	NA
V8 S Roadster	325.00*	4735/8	7A	490	436	1690	80	NA	285/35 R19	✓	✓	NA	305	NA	✓	✓	✓	✓	NA	NA
V12 S Coupé	375.00*	5935/12	7A	620	573	1665	80	NA	295/30 R19	✓	✓	NA	330	NA	✓	✓	✓	✓	NA	NA
V12 S Roadster	400.00*	5935/12	7A	620	573	1745	80	NA	295/30 R19	✓	✓	NA	323	NA	✓	✓	✓	✓	NA	NA

## DB9

**For:** NA. **Against:** NA. **Verdict:** NA.

**Alternatives:** 1. Porsche 911 Turbo 2. Bentley Continental GT



Coupé	410.00*	5935/12	6A	620	517	1785	78	NA	295/30 R20	✓	✓	NA	295	NA	✓	✓	✓	✓	NA	NA
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## VANQUISH

**For:** NA. **Against:** NA. **Verdict:** NA.

**Alternatives:** 1. Bentley Continental GT Speed 2. Ferrari F12berlinetta 3. Lamborghini Aventador



Coupé	435.00*	5935/12	8A	630	576	1739	80	NA	305/30 R20	✓	✓	NA	324	NA	✓	✓	✓	✓	NA	NA
Volanté	470.00*	5935/12	8A	630	576	1844	78	NA	305/30 R20	✓	✓	NA	317	NA	✓	✓	✓	✓	NA	NA

## RAPIDE

**For:** NA. **Against:** NA. **Verdict:** NA.

**Alternatives:** 1. Porsche Panamera 2. Maserati Quattroporte 3. Mercedes-AMG S 63



Rapide S	425.00*	5935/12	8A	630	560	1990	90.5	NA	295/35 R20	✓	✓	NA	306	NA	✓	✓	✓	✓	NA	NA
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## AUDI

## A3

**For:** Refinement, performance, ride, handling, build quality. **Against:** Rear space. **Verdict:** Sporty, but comfortable family sedan.

**Alternatives:** 1. Skoda Superb 2. Volkswagen Jetta 3. Mercedes-Benz A-Class 4. BMW 1 Series 5. Volvo V40



40 TFSI Premium	25.50*	1798/4	7A	250	180	1295	50	425	225/45 R17	✓	✓	8.26	220	11.88	✓	✓	✓	✓	Dec 14	★★★★★
35 TDI Attraction	24.56*	1968/4	6A	320	143	1340	50	425	205/55 R16	✓	✓	10.0	196	15.75	✓	✓	✓	✓	NA	NA
35 TDI Technology	34.06*	1968/4	6A	320	143	1340	50	425	225/45 R17	✓	✓	10.0	196	15.75	✓	✓	✓	✓	Aug 14	★★★★★
40 TFSI Cabriolet	44.75*	1798/4	7A	250	180	1430	50	320	225/45 R17	✓	✓	8.76	220	11.88	✓	✓	✓	✓	Jan 15	★★★★★

## A4

**For:** Audi technology. **Against:** Price. **Verdict:** A refined and comfortable car.

**Alternatives:** 1. BMW 3 Series 2. Volvo S60 3. Mercedes-Benz C-Class



35 TFSI Premium	32.68*	1798/4	CVT	320	170	1545	63	480	225/55 R16	✓	✓	9.64	225	11.25	✓	✓	✓	✓	Jun 12	★★★★★
35 TDI Premium	36.42*	1968/4	CVT	350	177	1595	63	480	225/55 R16	✓	✓	8.4	196	13.25	✓	✓	✓	✓	NA	NA
35 TDI Technology	40.79*	1968/4	CVT	350	177	1595	63	480	225/50 R17	✓	✓	8.4	196	13.25	✓	✓	✓	✓	Jan 14	★★★★★
S4 TFSI quattro	52.64*	2995/6	7A	440	333	1705	61	480	245/40 R18	✓	✓	6.09	250	8.25	✓	✓	✓	✓	Oct 12	★★★★★

## A6

**For:** Refinement, interior, equipment, ride quality. **Against:** Price. **Verdict:** Sets a new benchmark in its segment.

**Alternatives:** 1. BMW 5 Series 2. Jaguar XF 3. Mercedes-Benz E-Class 4. Volvo S80



35 TFSI Premium	45.90*	1798/4	7A	320	190	1780	75	530	225/50 R17	✓	✓	NA	233	NA	✓	✓	✓	✓	NA	NA
35 TDI Matrix	49.50*	1968/4	7A	400	190	1830	75	530	245/40 R18	✓	✓	9.92	226	13.88	✓	✓	✓	✓	Oct 15	★★★★★
S6 TFSI quattro	95.25*	3993/8	7A	550	420	1895	75	530	255/40 R19	✓	✓	5.39	250	8.13	✓	✓	✓	✓	Nov 13	★★★★★



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MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY (CC/CYLINDERS)	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT (IN KG)	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KMH (IN SEC)	TOP SPEED (IN KMH)	AVERAGE FUEL ECONOMY (IN KMH/L)	POWER WINDOWS	AIRBAGS	MUSIC SYSTEM	ALLOY WHEELS	TESTED	OVERALL RATING
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## A8 L

**For:** Luxury at its best. State-of-the-art technology. **Against:** Price. **Verdict:** The new king of the ring.

**Alternatives:** 1. Mercedes-Benz S-Class 2. BMW 7 Series 3. Jaguar XJ



50 TDI quattro Premium	108.95*	2967/6	8A	580	250	1935	82	520	235/55 R18	✓	✓	7.02	250	8.75	✓	✓	✓	✓	Jun 14	★★★★★
60 TDI quattro	132.74*	4134/8	8A	850	385	2170	82	490	235/55 R18	✓	✓	5.04	250	8.13	✓	✓	✓	✓	Mar 15	★★★★★
60 TFSI quattro	137.72*	3993/8	8A	600	435	2050	82	490	235/55 R18	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
W12 FSI quattro	187.15*	6299/12	8A	625	500	2150	82	490	255/45 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

## TT COUPÉ

**For:** A fun little sports car for everyday use. **Against:** Space. **Verdict:** A sports car for the price of a luxury sedan.

**Alternatives:** 1. BMW Z4 2. Mercedes-Benz SLK-Class



45 TFSI quattro	60.34*	1984/4	6A	370	230	1335	55	305	245/40 R18	✓	✓	6.03	250	11.5	✓	✓	✓	✓	Apr 15	★★★★★
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## S5 SPORTBACK

**For:** Space, performance, practicality. **Against:** Price, fuel economy. **Verdict:** If you think the RS 7 is a bit much.

**Alternatives:** 1. BMW Gran Turismo 2. Volvo S60 T6



3.0 TFSI quattro	62.95*	2995/6	7A	440	333	1745	61	480	245/40 R18	✓	✓	6.14	250	9.05	✓	✓	✓	✓	Dec 15	★★★★★
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## RS 5 COUPÉ

**For:** Performance, usability. **Against:** Price, fuel economy. **Verdict:** If you want an everyday sports car to use, this is it.

**Alternatives:** 1. BMW M4 Coupé



4.2 FSI quattro	108.79*	4163/8	7A	430	450	1725	64	455	265/35 R19	✓	✓	5.9	250	5.0	✓	✓	✓	✓	Dec 13	★★★★★
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## RS 6 AVANT

**For:** Space, performance, practicality. **Against:** Price. **Verdict:** An enthusiast family car with several reasons to justify its purchase.

**Alternatives:** None as yet.



4.0 TFSI quattro	135.00*	3993/8	8A	700	560	1950	75	565	285/30 R21	✓	✓	4.32	250	4.75	✓	✓	✓	✓	Aug 15	★★★★★
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## RS 7 SPORTBACK

**For:** Luxury factor of an A8 with fun factor of a coupé. **Against:** Rear headroom. **Verdict:** A driver's luxury car with an attitude.

**Alternatives:** 1. BMW M6 Gran Coupé



4.0 TFSI quattro	140.21*	3993/8	8A	700	560	1920	75	535	275/35 R20	✓	✓	4.48	250	4.75	✓	✓	✓	✓	May 14	★★★★★
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## R8

**For:** Performance, design, usability. **Against:** Price. **Verdict:** An incredibly well-rounded performance car.

**Alternatives:** 1. Porsche 911 Turbo 2. Jaguar F-Type



V10 Coupé	199.86*	5204/10	7A	530	525	1720	90	100	295/30 R19	✓	✓	4.04	261	NA	✓	✓	✓	✓	Apr 13	★★★★★
V10 Spyder	219.62*	5204/10	7A	530	525	1820	80	100	295/30 R19	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
LMX	297.00*	5204/10	7A	540	570	1720	90	100	295/30 R19	✓	✓	NA	320	NA	✓	✓	✓	✓	NA	NA

## Q3

**For:** All the luxuries of a 'Q' SUV in a small package. **Against:** Price. **Verdict:** Small, but still a Q.

**Alternatives:** 1. BMW X1 2. Volvo V40 Cross Country 3. MINI Countryman 4. Mercedes-Benz GLA-Class



TDI S Edition	28.99*	1968/4	6	320	140	1520	64	460	235/55 R17	✓	✓	11.1	182	15.5	✓	✓	✓	✓	Feb 14	★★★★★
35 TDI quattro Premium	35.59*	1968/4	7A	380	177	1660	64	460	235/55 R17	✓	✓	9.05	210	13.5	✓	✓	✓	✓	May 12	★★★★★
35 TDI quattro Premium+	37.50*	1968/4	7A	380	177	1660	64	460	235/55 R17	✓	✓	9.05	210	13.5	✓	✓	✓	✓	NA	NA

## Q5

**For:** Performance, refined diesel engine. **Against:** Price. **Verdict:** Scaled down Q7, makes sense.

**Alternatives:** 1. Volvo XC60 2. Land Rover Discovery Sport 3. BMW X3 4. Mercedes-Benz GLE-Class



30 TDI quattro Premium	49.45*	1968/4	7A	380	177	1820	75	540	235/65 R17	✓	✓	9.6	200	12.8	✓	✓	✓	✓	Feb 13	★★★★★
30 TDI quattro Technology	56.02*	1968/4	7A	380	177	1820	75	540	235/65 R17	✓	✓	9.6	200	12.8	✓	✓	✓	✓	NA	NA
45 TDI quattro Technology	62.95*	2967/6	7A	580	245	1860	75	540	235/65 R17	✓	✓	7.25	225	9.0	✓	✓	✓	✓	Mar 14	★★★★★



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## Q7

**For:** Size, performance, refinement. **Against:** Price. **Verdict:** If size matters, then the Q7 is a great choice.

**Alternatives:** 1. Volvo XC90 2. Mercedes-Benz GL-Class 3. BMW X5 4. Land Rover Discovery 4



45 TDI quattro Premium	72.00*	2967/6	8A	600	249	2320	75	295	255/60 R18	✓	✓	7.97	234	10.0	✓	✓	✓	✓	NA	NA
45 TDI quattro Technology	77.50*	2967/6	8A	600	249	2330	75	295	255/55 R19	✓	✓	7.97	234	10.0	✓	✓	✓	✓	Dec 15	★★★★★

## BENTLEY

### CONTINENTAL GT

**For:** A Bentley with Le Mans heritage. **Against:** Price, service back-up. **Verdict:** Makes the rest of the range look dated.

**Alternatives:** 1. Aston Martin DB9 2. Ferrari FF 3. Rolls-Royce Wraith/Dawn



GT V8	325.89*	3993/8	8A	660	507	2295	90	358	275/40 R20	✓	✓	NA	303	NA	✓	✓	✓	✓	NA	NA
GT V8 S	351.04*	3993/8	8A	680	528	2295	90	358	275/40 R20	✓	✓	NA	309	NA	✓	✓	✓	✓	NA	NA
GT	353.85*	5998/12	8A	720	590	2320	90	358	275/40 R20	✓	✓	NA	319	NA	✓	✓	✓	✓	NA	NA
GT Speed	399.43*	5998/12	8A	820	635	2320	90	358	275/35 ZR21	✓	✓	NA	331	NA	✓	✓	✓	✓	NA	NA
GTC V8	360.36*	3993/8	8A	660	507	2470	90	260	275/40 R20	✓	✓	NA	301	NA	✓	✓	✓	✓	NA	NA
GTC V8 S	BO	3993/8	8A	680	528	2470	90	260	275/40 R20	✓	✓	NA	308	NA	✓	✓	✓	✓	NA	NA
GTC	387.40*	5998/12	8A	720	590	2495	90	260	275/40 R20	✓	✓	NA	314	NA	✓	✓	✓	✓	NA	NA
GTC Speed	BO	5998/12	8A	820	635	2495	90	260	275/35 ZR21	✓	✓	NA	327	NA	✓	✓	✓	✓	NA	NA

### FLYING SPUR

**For:** Fast and agile for a 2.5-tonne car. **Against:** Price, service back-up. **Verdict:** A really fast saloon.

**Alternatives:** 1. Rolls-Royce Ghost 2. Mercedes-Maybach S 600 3. Aston Martin Rapide S 4. Audi A8 L W12



Flying Spur V8	310.00*	3993/8	8A	660	507	2450	90	475	275/45 R19	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Flying Spur W12	340.00*	5998/12	8A	800	625	2475	90	475	275/45 R19	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

### MULSANNE

**For:** Luxury, opulence, exclusivity. **Against:** Price, service back-up. **Verdict:** If you ever wanted to experience locomotive torque...

**Alternatives:** 1. Rolls-Royce Phantom



Mulsanne	553.53*	6752/8	8A	1020	512	2685	96	443	265/45 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Mulsanne Speed	599.03*	6752/8	8A	1100	537	2685	96	443	265/45 R20	✓	✓	NA	296	NA	✓	✓	✓	✓	NA	NA

## BMW

### 1 SERIES

**For:** Fun to drive, spacious, rear-wheel drive. **Against:** Price. **Verdict:** If you want a BMW badge in your garage...

**Alternatives:** 1. Volvo V40 2. Audi A3 3. MINI Cooper D 4. Mercedes-Benz A-Class



118d Sport	29.90*	1995/4	8A	320	150	1425	52	NA	195/55 R16	✓	✓	NA	212	NA	✓	✓	✓	✓	NA	NA
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### 3 SERIES

**For:** Performance, fuel efficiency. **Against:** Ride quality. **Verdict:** If you are looking for performance, look no further.

**Alternatives:** 1. Audi A4 2. Volvo S60 3. Mercedes-Benz C-Class



320d Prestige	35.90*	1995/4	8A	380	184	1495	57	480	225/55 R16	✓	✓	8.03	235	13.5	✓	✓	✓	✓	NA	NA
320d Luxury	39.90*	1995/4	8A	380	184	1490	57	480	225/50 R17	✓	✓	8.03	235	13.5	✓	✓	✓	✓	Aug 12	★★★★★
M3	117.00*	2979/6	7A	550	431	1595	60	480	275/40 ZR18	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

### 3 SERIES GRAN TURISMO

**For:** Refinement, usability, space, big boot. **Against:** Down on thrills, price. **Verdict:** A practical, fun and exclusive car.

**Alternatives:** 1. Audi A4 2. Volvo S60 3. Mercedes-Benz C-Class



320d GT Sport	39.90*	1995/4	8A	380	184	1640	60	520	225/50 R18	✓	✓	9.05	208	13.25	✓	✓	✓	✓	NA	NA
320d GT Luxury	42.90*	1995/4	8A	380	184	1640	60	520	225/50 R18	✓	✓	9.05	208	13.25	✓	✓	✓	✓	Jul 14	★★★★★



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## 4 SERIES

**For:** The sportier 3 Series with two doors less. **Against:** Price. **Verdict:** The present-day M3 Coupé.

**Alternatives:** 1. Audi RS 5

M4 Coupé	119.00*	2979/6	7A	550	431	1612	60	445	275/40 ZR18	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
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## 5 SERIES

**For:** Performance, driving pleasure. **Against:** Price. **Verdict:** Refined mile-muncher.

**Alternatives:** 1. Audi A6 2. Mercedes-Benz E-Class 3. Jaguar XF 4. Volvo S80

520d Prestige Plus	46.40*	1995/4	8A	400	190	1695	70	520	225/55 R17	✓	✓	NA	234	NA	✓	✓	✓	✓	NA	NA
520d Luxury	51.40*	1995/4	8A	400	190	1700	70	520	245/45 R18	✓	✓	NA	234	NA	✓	✓	✓	✓	NA	NA
530d M Sport	59.90*	2993/6	8A	540	258	1785	70	520	275/40 R18	✓	✓	6.21	250	10.0	✓	✓	✓	✓	Jan 14	★★★★★
M5	130.00*	4395/8	7A	680	560	1945	80	NA	295/35 R19	✓	✓	5.9	250	3.3	✓	✓	✓	✓	Nov 12	★★★★★



## 6 SERIES GRAN COUPÉ

**For:** One of the most beautiful four-door coupés. **Against:** Price. **Verdict:** Still an unmatched style statement.

**Alternatives:** 1. Audi RS 7 2. Mercedes-Benz CLS-Class

640d Eminence	110.00*	2993/6	8A	630	313	1865	70	NA	275/35 R19	✓	✓	5.7	250	10.0	✓	✓	✓	✓	Jan 13	★★★★★
640d DPE	117.00*	2993/6	8A	630	313	1865	70	NA	275/35 R19	✓	✓	5.7	250	10.0	✓	✓	✓	✓	NA	NA
M6 Gran Coupé	171.00*	4395/8	7A	680	560	1950	70	NA	295/30 ZR20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



## 7 SERIES

**For:** Loaded with cutting-edge technology. **Against:** Price. **Verdict:** More stylish and more capable than its predecessor.

**Alternatives:** 1. Mercedes-Benz S-Class 2. Audi A8 3. Jaguar XJ

730Ld Prestige	92.50*	2993/6	8A	560	258	1975	80	500	245/50 R18	✓	✓	7.3	250	9.1	✓	✓	✓	✓	NA	NA
730Ld Signature	125.20*	2993/6	8A	560	258	1975	80	500	245/50 R18	✓	✓	7.3	250	9.1	✓	✓	✓	✓	Jul 13	★★★★★
ActiveHybrid 7L	141.00*	2979/6	8A	500	354	2045	80	500	245/50 R18	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
750Li	145.90*	4395/8	8A	650	450	2055	82	500	275/40 R19	✓	✓	6.6	250	6.2	✓	✓	✓	✓	Feb 11	★★★★★
760Li	194.90*	5972/12	8A	750	544	2250	82	500	275/40 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA



## Z4

**For:** Performance, fun factor. **Against:** Nothing, really. **Verdict:** A mature sportscar for two.

**Alternatives:** 1. Mercedes SLK-Class 2. Porsche Boxster

sDrive 35i Prestige	72.90*	2979/6	7A	400	306	1600	55	310	255/35 R18	✓	✓	6.63	250	5.88	✓	✓	✓	✓	NA	NA
sDrive 35i DPT	73.90*	2979/6	7A	400	306	1600	55	310	255/35 R18	✓	✓	6.63	250	5.88	✓	✓	✓	✓	Feb 14	★★★★★



## i8

**For:** Style, efficiency, feel, performance. **Against:** Price. **Verdict:** The future of BMW on sale today.

**Alternatives:** None

i8 Coupé	229.00*	1499/3	6A	570	362	1490	NA	NA	215/45 R20	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
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## X1

**For:** Price, fuel efficiency. **Against:** Stiff ride, tight fit for four. **Verdict:** One of the easiest ways to get into the BMW family.

**Alternatives:** 1. Audi Q3 2. Volvo V40 Cross Country 3. Mercedes-Benz GLA-Class 4. MINI Cooper Countryman

sDrive 20d M Sport	37.90*	1995/4	8	380	184	1565	61	420	225/45 R18	✓	✓	8.8	200	12.87	✓	✓	✓	✓	Mar 13	★★★★★
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## X3

**For:** Performance, rear leg-room. **Against:** Price, doesn't handle like a BMW. **Verdict:** A big improvement, but not quite there.

**Alternatives:** 1. Audi Q5 2. Volvo XC60 3. Land Rover Discovery Sport 4. Mercedes-Benz GLE-Class

xDrive 20d Expedition	46.90*	1995/4	8A	400	190	1715	67	NA	225/60 R17	✓	✓	9.56	210	10.6	✓	✓	✓	✓	NA	NA
xDrive 20d xLine	51.90*	1995/4	8A	400	190	1715	67	NA	245/50 R18	✓	✓	9.56	210	10.6	✓	✓	✓	✓	NA	NA
xDrive 30d M Sport	59.90*	2993/6	8A	560	258	1895	67	NA	245/50 R18	✓	✓	NA	210	NA	✓	✓	✓	✓	NA	NA



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## X5

**For:** Wieldy, handsome, brisk. **Against:** Third row space very limited. **Verdict:** A good all-round SUV.

**Alternatives:** 1. Audi Q7 2. Volvo XC90 3. Mercedes-Benz GL-Class 4. Land Rover Discovery



xDrive 30d Expedition	65.90*	2993/6	8A	560	258	2145	85	650	255/55 R18	✓	✓	7.15	230	7.63	✓	✓	✓	✓	NA	NA
xDrive 30d DPE 5-st	69.90*	2993/6	8A	560	258	2145	85	650	255/55 R18	✓	✓	7.15	230	7.63	✓	✓	✓	✓	NA	NA
xDrive 30d DPE 7-st	72.90*	2993/6	8A	560	258	2145	85	650	255/55 R18	✓	✓	7.15	230	7.63	✓	✓	✓	✓	Jul 14	★★★★★
M	155.00*	4395/8	8A	750	575	2140	85	650	325/35 R20	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

## X6

**For:** Road presence. **Against:** Rear space, seats only four. **Verdict:** Radical design is an attention magnet.

**Alternatives:** 1. Porsche Cayenne 2. Land Rover Range Rover Sport



xDrive 40d M Sport	115.00*	2993/6	8A	630	313	2110	85	580	285/40 R19	✓	✓	6.74	240	8.13	✓	✓	✓	✓	Oct 15	★★★★★
M	160.00*	4395/8	8A	750	575	2160	85	580	325/35 R20	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

## DATSUN

### GO

**For:** Space, efficiency, price. **Against:** Safety, especially for rear occupants, NVH levels. **Verdict:** Good buy for the price, but safety has been utterly compromised. **Alternatives:** 1. Renault Kwid 2. Maruti Suzuki Alto 3. Hyundai Eon



1.2 (P) D	3.82	1198/3	5	104	68	790	35	265	155/70 R13	-	-	14.13	156.3	14.25	-	-	-	-	NA	NA
1.2 (P) NXT	4.76	1198/3	5	104	68	810	35	265	155/70 R13	-	-	14.13	156.3	14.25	F	D	-	-	May 14	★★★★☆

### GO+

**For:** Space, efficiency, price. **Against:** Safety, boot space, NVH levels. **Verdict:** Seven-seater with limited boot space.

**Alternatives:** 1. Maruti Suzuki Ertiga 2. Honda Mobilio 3. Chevrolet Enjoy



1.2 (P) D	4.46	1198/3	5	104	68	NA	35	48	155/70 R13	-	-	NA	NA	NA	-	-	-	-	NA	NA
1.2 (P) T	5.47	1198/3	5	104	68	NA	35	48	155/70 R13	-	-	NA	NA	NA	F	✓	-	-	NA	NA

## FERRARI

### CALIFORNIA T

**For:** The first step to the prancing horse. **Against:** Price. **Verdict:** Extremely capable and stylish grand-tourer.

**Alternatives:** 1. Porsche 911 Turbo S Cabriolet 2. Aston Martin V8 Vantage Roadster



California T	330.00*	3855/8	7A	755	560	1729	78	240	285/40 ZR19	✓	✓	NA	316	NA	✓	✓	✓	✓	NA	NA
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### 488 GTB

**For:** Turbo engine's comeback. **Against:** Price. **Verdict:** Borderline hypercar power in a compact package.

**Alternatives:** 1. Lamborghini Huracán 2. Aston Martin V12 Vantage S



488 GTB	384.00*	3902/8	7A	760	670	1475	78	230	305/30 ZR20	✓	✓	NA	330	NA	✓	✓	✓	✓	NA	NA
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### FF

**For:** Those two extra seats. **Against:** Those two gearboxes, price. **Verdict:** The only AWD Ferrari for four on sale.

**Alternatives:** 1. Bentley Continental GT Speed 2. Rolls-Royce Wraith



FF	457.00*	6262/12	7A	683	660	1880	91	450	295/35 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
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### F12BERLINETTA

**For:** Monstrous power. **Against:** Monstrous price. **Verdict:** The essential Ferrari; armed to the tooth with cutting-edge tech.

**Alternatives:** 1. Lamborghini Aventador 2. Aston Martin Vanquish



F12berlinetta	472.00*	6262/12	7A	690	740	1525	92	320	315/35 ZR20	✓	✓	NA	340	NA	✓	✓	✓	✓	NA	NA
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## FIAT

### PUNTO EVO

**For:** Looks, value for money. **Against:** Rear seat, fit and finish. **Verdict:** Good-looking and fun to drive hatch.

**Alternatives:** 1. Volkswagen Polo 2. Hyundai Elite i20 3. Toyota Etios Liva



1.2 FIRE P Active	5.33	1172/4	5	96	68	1090	45	280	165/80 R14	-	-	18.3	154.2	10.7	✓	-	✓	-	Nov 09	★★★★☆
1.2 FIRE P Dynamic	5.98	1172/4	5	96	68	1090	45	280	165/80 R14	-	✓	18.3	154.2	10.7	✓	-	✓	-	NA	NA
1.4 FIRE P Emotion	7.75	1368/4	5	115	90	1115	45	280	195/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Abarth	9.95*	1368/4	5	212	145	NA	45	280	195/55 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
MultiJet D Active	6.15	1248/4	5	197	76	1130	45	280	165/80 R14	-	-	17.5	154.5	18.9	✓	-	-	-	NA	NA
MultiJet D Emotion	7.95	1248/4	5	197	76	1130	45	280	195/60 R15	-	✓	17.5	154.5	18.9	✓	✓	✓	✓	Aug 09	★★★★☆
MultiJet D Sport 93	8.37	1248/4	5	209	93	1144	45	280	195/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

### AVVENTURA

**For:** Style, ride quality, comfort, equipment. **Against:** Turbo lag (diesel). **Verdict:** Butch crossover with hatchback practicality.

**Alternatives:** 1. Volkswagen Cross Polo 2. Hyundai i20 Active 3. Toyota Etios Cross



FIRE 90 Active	6.14*	1368/4	5	115	90	1190	45	280	205/55 R16	-	-	NA	NA	NA	✓	-	-	✓	NA	NA
FIRE 90 Dynamic	7.24*	1368/4	5	115	90	1195	45	280	205/55 R16	-	-	NA	NA	NA	✓	-	✓	✓	NA	NA
Abarth	9.95*	1368/4	5	210	140	NA	45	280	205/55 R16	-	-	NA	NA	NA	✓	-	✓	✓	NA	NA
MultiJet 90 Active	7.07*	1248/4	5	209	93	1240	45	280	205/55 R16	-	-	NA	NA	16.0	✓	-	-	✓	NA	NA
MultiJet 90 Emotion	8.41*	1248/4	5	209	93	1255	45	280	205/55 R16	-	✓	17.04	156.8	16.0	✓	✓	✓	✓	Nov 14	★★★★☆

### 500

**For:** Style, performance, heritage. **Against:** Price. **Verdict:** Contemporary take on an Italian icon.

**Alternatives:** 1. MINI Cooper S



Abarth 595 Competizione	29.85*	1368/4	6A	230	160	1035	35	185	205/40 R17	✓	✓	NA	210	NA	✓	✓	✓	✓	NA	NA
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### LINEA

**For:** Looks, equipment. **Against:** Engine feels breathless at high revs, rear space. **Verdict:** Elegant and practical at the same time.

**Alternatives:** 1. Ford Fiesta 2. Honda City 3. Volkswagen Vento



Classic 1.4 FIRE P	6.81	1368/4	5	115	90	1180	45	500	175/65 R14	-	-	13.9	170	12.3	✓	-	-	-	NA	NA
Classic MultiJet D Plus	8.73	1248/4	5	197	76	1210	45	500	175/70 R14	-	✓	19.48	153.3	18.5	✓	-	✓	-	Jan 14	★★★★☆
1.4 FIRE P Active	8.14	1368/4	5	115	90	1180	45	500	195/60 R15	-	-	13.9	170	12.3	✓	-	✓	-	NA	NA
1.4 FIRE P Dynamic	9.26	1368/4	5	115	90	1180	45	500	195/60 R15	-	✓	13.9	170	12.3	✓	✓	✓	✓	Mar 09	★★★★☆
T-Jet P Active	8.80	1368/4	5	207	114	1230	45	500	195/60 R15	-	✓	NA	NA	NA	✓	-	✓	-	NA	NA
T-Jet P Emotion	10.24	1368/4	5	207	114	1230	45	500	205/55 R16	-	✓	12.5	173.5	11.25	✓	✓	✓	✓	Apr 14	★★★★☆
MultiJet D Active	9.54	1248/4	5	209	93	1210	45	500	195/60 R15	-	-	11.8	168	16.3	✓	-	✓	-	NA	NA
MultiJet D Emotion	11.11	1248/4	5	209	93	1210	45	500	205/55 R16	-	✓	11.8	168	16.3	✓	✓	✓	✓	Jan 09	★★★★☆

## FORCE MOTORS

### FORCE ONE

**For:** Space, Mercedes drivetrain. **Against:** Upgrade still doesn't offer airbags.

**Verdict:** Spacious and rugged. **Alternatives:** 1. Mahindra XUV500



SX 2.2 7-str	14.80	2149/4	5	321	141	NA	70	NA	235/70 R16	-	✓	15.5	162	9.12	✓	-	✓	✓	Dec 11	★★★★☆
SX 2.2 6-str	14.88	2149/4	5	321	141	NA	70	NA	235/70 R16	-	✓	15.5	162	9.12	✓	-	✓	✓	Dec 11	★★★★☆
LX 2.2 4x4	16.71	2149/4	5	321	141	NA	70	NA	245/70 R16	-	✓	NA	NA	NA	✓	-	✓	✓	NA	NA

### GURKHA

**For:** Off-road ability. **Against:** On-road ability. **Verdict:** All the off-roader one would ever need, and at a decent price too.

**Alternatives:** 1. Mahindra Thar



Soft Top 4x2	7.49	2596/4	5	230	82	NA	63	NA	235/70 R16	-	-	NA	NA	NA	✓	-	✓	✓	NA	NA
Soft Top 4x4	9.94	2596/4	5	230	82	NA	63	NA	245/70 R16	-	-	NA	NA	NA	✓	-	✓	✓	NA	NA
Hard Top 4x4	10.12	2596/4	5	230	82	1460	63	NA	245/70 R16	-	-	NA	NA	NA	✓	-	✓	✓	NA	NA



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## FORD

### FIGO

**For:** Styling, practicality, price. **Against:** Dynamics could be tighter. **Verdict:** Peppy and rather hot hatchback.

**Alternatives:** 1. Hyundai Grand i10 2. Maruti Suzuki Swift 3. Nissan Micra 4. Toyota Etios Liva



1.2 (P)	5.20	1196/4	5	112	88	NA	42	359	175/65 R14	-	-	NA	NA	NA	-	D	-	-	NA	NA
1.2 Titanium+ (P)	7.54	1196/4	5	112	88	NA	42	359	175/65 R14	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 Titanium A/T (P)	8.16	1499/4	6A	136	112	NA	42	359	175/65 R14	✓	✓	12.5	178.52	10.5	✓	✓	✓	✓	Dec 15	★★★★☆
1.5 TDCi	6.45	1498/4	5	215	100	NA	40	359	175/65 R14	-	-	11.55	172.23	15.5	-	D	-	-	NA	NA
1.5 TDCi Titanium+	8.84	1498/4	5	215	100	NA	40	359	175/65 R14	-	✓	11.55	172.23	15.5	✓	✓	✓	✓	Feb 16	★★★★☆

### FIGO ASPIRE

**For:** Styling, practicality, equipment. **Against:** Petrol 1.2 needs more punch. **Verdict:** Exciting new compact sedan.

**Alternatives:** 1. Maruti Suzuki Swift Dzire 2. Honda Amaze 3. Hyundai Xcent 4. Chevrolet Sail



1.2 Ambiente (P)	6.05	1196/4	5	112	88	NA	42	359	175/65 R14	-	-	NA	NA	NA	F	✓	-	-	NA	NA
1.2 Titanium+ (P)	8.53	1196/4	5	112	88	NA	42	359	175/65 R14	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 Titanium A/T (P)	9.16	1499/4	6A	136	112	NA	42	359	175/65 R14	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 TDCi Ambiente	7.32	1498/4	5	215	100	NA	40	359	175/65 R14	-	-	10.74	174.5	15.2	F	✓	-	-	NA	NA
1.5 TDCi Titanium+	9.85	1498/4	5	215	100	NA	40	359	175/65 R14	-	✓	10.74	174.5	15.2	✓	✓	✓	✓	Oct 15	★★★★☆

### ECOSPORT

**For:** Trendsetter, first sub-four metre SUV, benchmark turbo-petrol engine. **Against:** Space. **Verdict:** Good, fun urban SUV.

**Alternatives:** 1. Hyundai Creta 2. Maruti Suzuki S-Cross 3. Nissan Terrano 4. Mahindra TUV300



1.5 Ambiente (P)	8.17	1499/4	5	140	112	1200	52	346	195/65 R15	-	-	NA	NA	NA	F	-	✓	-	NA	NA
1.5 Titanium A/T (P)	11.87	1499/4	6A	140	112	1268	52	346	205/60 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
EcoBoost Trend+ (P)	10.15	999/3	5	170	125	1259	52	346	195/65 R15	-	✓	12.2	181.7	12.75	✓	✓	✓	✓	NA	NA
EcoBoost Titanium+ (P)	11.81	999/3	5	170	125	1259	52	346	205/60 R16	-	✓	12.2	181.7	12.75	✓	✓	✓	✓	Dec 13	★★★★☆
1.5 TDCi Ambiente	9.70	1498/4	5	205	100	1248	52	346	195/65 R15	-	-	NA	NA	NA	F	-	✓	-	NA	NA
1.5 TDCi Titanium+	12.68	1498/4	5	205	100	1290	52	346	205/60 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

### ENDEAVOUR

**For:** Space, equipment, safety. **Against:** Size? **Verdict:** More modern and contemporary big Ford seats seven with ease.

**Alternatives:** 1. Toyota Fortuner 2. Chevrolet Trailblazer 3. Hyundai Santa Fe



2.2 TDCi Trend 4x2 MT	24.75*	2198/4	6	385	160	NA	80	450	265/60 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.2 TDCi Trend 4x4 MT	26.68*	2198/4	6	385	160	NA	80	450	265/60 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.2 TDCi Titanium 4x2 AT	27.36*	2198/4	6A	385	160	NA	80	450	265/60 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
3.2 TDCi Trend 4x4 AT	27.78*	3198/5	6A	470	200	NA	80	450	265/60 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
3.2 TDCi Titanium 4x4 AT	29.46*	3198/5	6A	470	200	2357	80	450	265/60 R18	✓	✓	11.38	180.1	NA	✓	✓	✓	✓	Feb 16	★★★★☆

## GENERAL MOTORS

### SPARK

**For:** Refined, efficient and frugal engine, great cabin and ride. **Against:** Gearbox could have been better.

**Verdict:** A great compact car with hardly any flaws. **Alternatives:** 1. Maruti Suzuki Alto K10 2. Hyundai i10



1.0	4.29	995/4	5	90	63	1075	38	NA	155/70 R13	-	-	16.0	152	15.97	-	-	-	-	NA	NA
1.0 LT	4.96	995/4	5	90	63	1095	38	NA	155/70 R13	-	-	16.0	152	15.97	✓	-	✓	-	May 07	★★★★☆

### BEAT

**For:** Price, good value for money, looks. **Against:** Fuel efficiency, no remote locking system.

**Verdict:** Sporty to drive with futuristic looks. **Alternatives:** 1. Maruti Suzuki Ritz 2. Hyundai Grand i10 3. Honda Brio



1.2 PS	5.02	1199/4	5	108	80.5	965	35	170	155/70 R14	-	-	14.2	157.2	13.63	-	-	-	-	NA	NA
1.2 LT (O)	6.43	1199/4	5	108	80.5	965	35	170	155/70 R13	-	-	14.2	157.2	13.63	✓	-	✓	-	Feb 10	★★★★☆
1.0 TCDi PS	6.04	936/3	5	150	58.5	1027	35	170	165/65 R14	-	-	22.5	148.5	NA	✓	-	-	-	NA	NA
1.0 TCDi LT (O)	7.47	936/3	5	150	58.5	1027	35	170	165/65 R14	-	-	22.5	148.5	NA	✓	✓	✓	0	Aug 11	★★★★☆



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## SAIL HATCHBACK

**For:** Interior space. **Against:** Performance fails to excite. **Verdict:** A good city car with good amount of space

**Alternatives:** 1. FIAT Punto Evo 2. Ford Figo 3. Hyundai Grand i10



1.2	5.55	1199/4	5	113	86	1065	42	248	175/70 R14	-	-	NA	NA	NA	-	-	-	-	NA	NA
1.2 LT ABS	7.21	1199/4	5	113	86	1065	42	248	175/70 R14	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.3 TCDi	6.75	1248/4	5	205	78	1124	42	248	175/70 R14	-	-	16.56	163	15.25	-	-	-	-	NA	NA
1.3 TCDi LT ABS	8.51	1248/4	5	205	78	1124	42	248	175/70 R14	-	✓	16.56	163	15.25	✓	✓	✓	✓	Jan 13	★★★★☆

## SAIL

**For:** Price, interior space. **Against:** Performance. **Verdict:** A spacious and comfortable sedan.

**Alternatives:** 1. Honda Amaze 2. Maruti Suzuki Swift Dzire 3. Tata Zest



1.2	6.53	1199/4	5	113	86	1065	42	370	175/70 R14	-	-	15.9	161	10.0	-	-	-	-	NA	NA
1.2 LT ABS	8.11	1199/4	5	113	86	1065	42	370	175/70 R14	-	✓	15.9	161	10.0	✓	✓	✓	✓	Feb 13	★★★★☆
1.3 TCDi LS	8.00	1248/4	5	205	78	1124	42	370	175/70 R14	-	-	17.3	NA	15.25	-	-	-	-	NA	NA
1.3 TCDi LT ABS	9.54	1248/4	5	205	78	1124	42	370	175/70 R14	-	✓	17.3	NA	15.25	✓	✓	✓	✓	Feb 13	★★★★☆

## CRUZE

**For:** Diesel engine, performance, interior. **Against:** Turbo lag. **Verdict:** Has got the right ingredients to be a great seller for GM.

**Alternatives:** 1. Skoda Octavia 2. Toyota Corolla Altis 3. Hyundai Elantra



LT	17.26	1991/4	6	380	166	NA	60	450	205/60 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
LTZ AT	20.38	1991/4	6A	380	166	NA	60	450	205/60 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

## ENJOY

**For:** Space, handling, good alternative to the Ertiga. **Against:** Feels underpowered. **Verdict:** Good family car.

**Alternatives:** 1. Maruti Suzuki Ertiga 2. Renault Lodgy 3. Mahindra TUV300



1.4 LS-8	7.41	1399/4	5	131	102	1260	50	NA	175/70 R14	-	-	15.03	168.2	NA	✓	-	-	-	NA	NA
1.4 LTZ-7	9.12	1399/4	5	131	102	1260	50	NA	175/70 R14	-	✓	15.03	168.2	NA	✓	✓	✓	✓	May 13	★★★★☆
1.3 TCDi LS-8	8.94	1248/4	5	173	75	1345	50	NA	175/70 R14	-	-	20.73	150.3	NA	✓	-	-	-	NA	NA
1.3 TCDi LTZ-7	10.39	1248/4	5	173	75	1345	50	NA	175/70 R14	-	✓	20.73	150.3	NA	✓	✓	✓	✓	May 13	★★★★☆

## TRAILBLAZER

**For:** Style, size, presence, space, comfort. **Against:** Firm steering, handling. **Verdict:** When size matters...

**Alternatives:** 1. Ford Endeavour 2. Hyundai Santa Fe 3. Toyota Fortuner 4. Isuzu MU-7



LTZ 4x4 AT	33.50	2776/4	6A	500	200	2065	76	NA	265/60 R18	✓	✓	10.61	173.25	8.8	✓	✓	✓	✓	Jan 16	★★★★☆
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## HINDUSTAN MOTORS

### MITSUBISHI PAJERO SPORT

**For:** Pedigree, chassis, reliability. **Against:** Interior, price. **Verdict:** A very competent off-roader.

**Alternatives:** 1. Toyota Fortuner 2. Chevrolet Captiva 3. Isuzu MU-7



2.5 Di-D 4x4 MT	25.28*	2477/4	5	400	178	2040	70	NA	265/65 R17	✓	✓	13.5	178.1	10.62	✓	✓	✓	✓	May 12	★★★★☆
2.5 Di-D 4x2 AT	24.98*	2477/4	5A	350	178	1935	70	NA	265/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

## HONDA

### BRIO

**For:** Engine refinement, fuel efficiency. **Against:** Boot space. **Verdict:** An overall value-for-money package.

**Alternatives:** 1. Hyundai Grand i10 2. Ford Figo 3. Chevrolet Beat 4. Toyota Etios Liva



i-VTEC E MT	4.94	1198/4	5	109	88	920	35	NA	175/65 R14	-	-	13.03	141	20.0	✓	-	-	-	NA	NA
i-VTEC VX BL AVN MT	7.01	1198/4	5	109	88	930	35	NA	175/65 R14	-	✓	13.03	141	20.0	✓	✓	✓	✓	NA	NA
i-VTEC VX AT	7.38	1198/4	5A	109	88	970	35	NA	175/65 R14	-	✓	16.3	140	12.62	✓	✓	✓	✓	Dec 12	★★★★☆
i-VTEC VX BL AVN AT	7.93	1198/4	5A	109	88	970	35	NA	175/65 R14	-	✓	16.3	140	12.62	✓	✓	✓	✓	NA	NA



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## AMAZE

**For:** Interior space and fuel efficiency. **Against:** Quality of interiors. **Verdict:** A new benchmark in the sub four-metre category.

**Alternatives:** 1. Ford Figo Aspire 2. Maruti Suzuki Swift DZire 3. Hyundai Xcent 4. Toyota Etios



i-VTEC (P) E	6.22	1198/4	5	109	88	940	35	400	175/65 R14	-	-	13.03	141.4	20.0	✓	-	-	-	NA	NA
i-VTEC (P+ONG) S+	7.51	1198/4	5	109	88	NA	35	NA	175/65 R14	-	-	NA	NA	NA	✓	-	✓	✓	NA	NA
i-VTEC (P) VX AT	9.29	1198/4	5A	109	88	995	35	400	175/65 R14	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
i-DTEC (D) E	7.52	1498/4	5	200	100	1045	35	400	175/65 R14	-	✓	11.3	191.3	21.5	✓	-	-	-	NA	NA
i-DTEC (D) VX (O)	9.71	1498/4	5	200	100	1055	35	400	175/65 R14	-	✓	11.3	191.3	21.5	✓	✓	✓	✓	May 13	★★★★★

## JAZZ

**For:** Interior, comfort, ride quality. **Against:** Not much, except a bit of engine noise (diesel). **Verdict:** Good all-rounder.

**Alternatives:** 1. Volkswagen Polo GT 2. Hyundai Elite i20 3. FIAT Punto Evo



i-VTEC (P) E MT	6.26	1198/4	5	110	90	1007	40	354	175/65 R15	-	-	NA	NA	NA	✓	✓	✓	-	NA	NA
i-VTEC (P) VX MT	8.58	1497/4	5	110	90	1044	40	354	175/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
i-VTEC (P) S CVT	8.23	1497/4	CVT	110	90	1066	40	354	175/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
i-VTEC (P) V CVT	9.24	1497/4	CVT	110	90	1066	40	354	175/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
i-DTEC (D) E	7.65	1498/4	6	200	100	1120	40	354	175/65 R15	-	-	12.84	166.9	20.5	✓	-	-	-	NA	NA
i-DTEC (D) VX	10.11	1498/4	6	200	100	1155	40	354	175/65 R15	-	✓	12.84	166.9	20.5	✓	✓	✓	✓	Sep 15	★★★★★

## CITY

**For:** Punchy engine, class-leading interior, equipment levels. **Against:** High-speed stability. **Verdict:** Exceptional combination of unmatched performance and fuel-efficiency. **Alternatives:** 1. Skoda Rapid 2. Volkswagen Vento 3. Ford Fiesta 4. FIAT Linea



i-VTEC (P) E MT	8.75	1497/4	5	145	119	1029	40	510	175/65 R15	-	✓	10.2	194	17.0	✓	✓	✓	-	NA	NA
i-VTEC (P) VX(O) MT	11.96	1497/4	5	145	119	1065	40	510	175/65 R15	-	✓	10.2	194	17.0	✓	✓	✓	✓	Mar 14	★★★★★
i-VTEC (P) SV CVT	11.36	1497/4	CVT	145	119	1070	40	510	175/65 R15	-	✓	11.3	169.3	14.2	✓	✓	✓	-	NA	NA
i-VTEC (P) VX CVT	13.21	1497/4	CVT	145	119	1085	40	510	175/65 R15	-	✓	11.3	169.3	14.2	✓	✓	✓	✓	Mar 14	★★★★★
i-DTEC (D) E	10.14	1498/4	6	200	100	1125	40	510	175/65 R15	-	✓	10.49	175.6	19.5	✓	✓	✓	✓	NA	NA
i-DTEC (D) VX(O)	13.68	1498/4	6	200	100	1165	40	510	175/65 R15	-	✓	10.49	175.6	19.5	✓	✓	✓	✓	Feb 14	★★★★★

## MOBILIO

**For:** Space, ergonomics, efficiency, practicality. **Against:** Interior elements could be better. **Verdict:** Extremely practical everyday car.

**Alternatives:** 1. Maruti Suzuki Ertiga 2. Renault Lodgy 3. Toyota Innova



i-VTEC (P) E	7.80	1497/4	5	145	119	1131	42	NA	185/65 R15	-	-	12.18	151.73	13.9	✓	-	-	-	NA	NA
i-VTEC (P) V(O)	11.09	1497/4	5	145	119	1161	42	NA	185/65 R15	-	✓	12.18	151.73	13.9	✓	✓	✓	✓	Nov 14	★★★★★
i-DTEC (D) E	9.46	1498/4	5	200	100	1214	42	NA	185/65 R15	-	✓	14.08	159.06	17.5	✓	-	-	-	NA	NA
i-DTEC (D) RS(O)	13.85	1498/4	5	200	100	1246	42	NA	185/65 R15	-	✓	14.08	159.06	17.5	✓	✓	✓	✓	Oct 14	★★★★★

## CR-V

**For:** Car-like driving experience, comfort. **Against:** Price. **Verdict:** A great SUV just got better.

**Alternatives:** 1. Maruti Suzuki Grand Vitara 2. Chevrolet Captiva 3. Mitsubishi Pajero Sport



2.0 MT	24.92	1997/4	6	190	156	1470	58	NA	225/65 R17	-	✓	12.2	NA	9.0	✓	✓	✓	✓	Jun 13	★★★★★
2.0 AT	26.98	1997/4	5A	190	156	1500	58	NA	225/65 R17	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.4 AT 4x4 AVN	29.60	2354/4	5A	226	190	1600	58	NA	225/65 R17	-	✓	12.17	NA	7.87	✓	✓	✓	✓	Jul 13	★★★★★

## HYUNDAI

### EON

**For:** Modern design, space, quality of interiors, fit & finish. **Against:** Steering feel. **Verdict:** Ready to take on the Alto.

**Alternatives:** 1. Renault Kwid 2. Maruti Suzuki Alto 3. Datsun Go 4. Chevrolet Spark



D-Lite	3.67	814/3	5	74.5	56	725	32	215	145/80 R12	-	-	18.62	132.2	17.75	-	-	-	-	NA	NA
Sportz	4.87	814/3	5	74.5	56	725	32	215	155/70 R13	-	-	18.62	132.2	17.75	F	✓	✓	-	Dec 11	★★★★★
Era+ LPG	4.45	814/3	5	74.5	56	NA	32	NA	145/80 R12	-	-	18.62	132.2	NA	-	-	-	-	NA	NA
Magna+ LPG	4.85	814/3	5	74.5	56	NA	32	NA	155/70 R13	-	-	18.62	132.2	NA	F	-	-	-	NA	NA
1.0 Kappa Magna+	4.85	998/3	5	94	69	NA	32	215	155/70 R13	-	-	NA	NA	NA	F	-	-	-	NA	NA
1.0 Kappa Magna+(O)	5.03	998/3	5	94	69	NA	32	215	155/70 R13	-	-	NA	NA	NA	F	✓	✓	-	NA	NA



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**i10**

**For:** Great looks, interiors, gear shift, ride quality. **Against:** Fuel economy. **Verdict:** Best car to come out of the Hyundai stable.

**Alternatives:** 1. Chevrolet Beat 2. Maruti Suzuki Celerio 3. Nissan Micra



Era	4.89	1086/4	5	99	69	860	35	225	155/80 R13	-	-	15.52	156.2	14.8	✓	-	-	-	Dec 07	★★★★★
Sportz GLS	5.56	1086/4	5	99	69	860	35	225	155/80 R13	-	-	15.52	156.2	14.8	✓	-	-	-	NA	NA
Sportz GLS LPG	5.84	1086/4	5	99	69	860	35	218	155/80 R13	-	-	15.52	156.2	NA	✓	-	-	-	NA	NA

**GRAND i10**

**For:** Interior quality, space, practicality, handling, value for money. **Against:** Lack of top-end punch from the diesel engine.

**Verdict:** Very practical car in and out of town. **Alternatives:** 1. Maruti Suzuki Ritz 2. Ford Figo 3. Nissan Micra 4. Renault Pulse



LPG 1.0 Magna	5.99	998/3	5	90	67	NA	34	256	165/65 R14	-	-	NA	NA	NA	✓	-	✓	✓	NA	NA
VTVT 1.2 Era	5.36	1197/4	5	114	83	NA	41	256	165/65 R14	-	-	13.51	167.8	14.25	F	-	-	-	NA	NA
VTVT 1.2 Asta 0	6.63	1197/4	5	114	83	NA	41	256	165/65 R14	-	✓	13.51	167.8	14.25	✓	✓	✓	✓	Apr 14	★★★★★
VTVT 1.2 Asta AT	7.33	1197/4	4A	114	83	NA	41	256	165/65 R14	-	-	NA	NA	NA	✓	-	✓	✓	NA	NA
CRDi 1.1 Era	6.65	1120/4	5	160	71	NA	41	256	165/65 R14	-	-	23.55	148.2	NA	F	-	-	-	NA	NA
CRDi 1.1 Asta 0	8.14	1120/4	5	160	71	NA	41	256	165/65 R14	-	✓	23.55	148.2	NA	✓	✓	✓	✓	Oct 13	★★★★★

**ELITE i20**

**For:** Interior, equipment, ride quality, looks. **Against:** Underpowered petrol engine, turbo-lag in diesel engine, high-speed stability.

**Verdict:** One of the best looking hatchbacks. **Alternatives:** 1. Volkswagen Polo 2. FIAT Punto Evo 3. Maruti Suzuki Swift



VTVT 1.2 Era	6.09	1197/4	5	115	83	NA	45	285	185/70 R14	-	-	NA	NA	NA	✓	-	-	-	NA	NA
VTVT 1.2 Asta	7.97	1197/4	5	115	83	NA	45	285	195/55 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 1.4 Era	7.72	1396/4	6	220	90	NA	45	285	185/70 R14	-	-	13.76	172.75	19.5	✓	-	-	-	NA	NA
CRDi 1.4 Asta	9.62	1396/4	6	220	90	NA	45	285	195/55 R16	-	✓	13.76	172.75	19.5	✓	✓	✓	✓	Oct 14	★★★★★

**i20 ACTIVE**

**For:** Interior, equipment, ride height, practicality, looks. **Against:** Dynamics could be better. **Verdict:** Capable crossover conversion.

**Alternatives:** 1. Maruti Suzuki S-Cross 2. Volkswagen Cross Polo 3. FIAT Aventura 4. Toyota Etios Cross



VTVT 1.2	7.30	1197/4	5	115	83	NA	45	285	185/65 R15	-	-	NA	NA	NA	✓	-	-	✓	NA	NA
VTVT 1.2 S	8.10	1197/4	5	115	83	NA	45	285	195/55 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 1.4	8.70	1396/4	6	220	90	NA	45	285	185/65 R15	-	-	16.17	158.3	19.5	✓	-	-	✓	NA	NA
CRDi 1.4 SX	10.11	1396/4	6	220	90	NA	45	285	195/55 R16	-	✓	16.17	158.3	19.5	✓	✓	✓	✓	May 15	★★★★★

**XCENT**

**For:** Interior, equipment, NVH levels. **Against:** Feels underpowered, soft suspension. **Verdict:** A fitting replacement for the Accent.

**Alternatives:** 1. Honda Amaze 2. Maruti Suzuki DZire 3. Ford Figo Aspire 4. FIAT Linea Classic



VTVT 1.2	5.62	1197/4	5	114	83	NA	43	NA	165/65 R14	-	-	NA	NA	NA	F	-	-	-	NA	NA
VTVT 1.2 SX 0	7.76	1197/4	5	114	83	NA	43	NA	175/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
VTVT 1.2 S 0 AT	7.53	1197/4	4A	114	83	NA	43	NA	165/65 R14	-	✓	NA	NA	NA	✓	-	-	✓	NA	NA
VTVT 1.2 SX 0 AT	8.61	1197/4	4A	114	83	NA	43	NA	175/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 1.1	6.68	1120/4	5	180	72	NA	43	NA	165/65 R14	-	-	20.99	152.3	16.25	F	-	-	-	NA	NA
CRDi 1.1 SX 0	8.84	1120/4	5	180	72	NA	43	NA	175/60 R15	-	✓	20.99	152.3	16.25	✓	✓	✓	✓	May 14	★★★★★

**VERNA 4S**

**For:** Many available trim levels, equipment, fresh design. **Against:** Not much. **Verdict:** Value for money.

**Alternatives:** 1. Honda City 2. Volkswagen Vento 3. Skoda Rapid 4. FIAT Linea 5. Maruti-Suzuki Ciaz



VTVT 1.4	9.18	1396/4	5	136	107	NA	43	NA	185/65 R15	-	✓	NA	NA	NA	✓	-	✓	-	NA	NA
VTVT 1.6 S (0) AT	12.03	1591/4	5	155	123	NA	43	NA	195/55 R16	-	✓	11.48	192.7	13.5	✓	✓	✓	✓	Jun 11	★★★★☆
VTVT 1.6 SX	12.08	1591/4	4A	155	123	NA	43	NA	195/55 R16	-	✓	NA	NA	NA	✓	-	✓	-	NA	NA
CRDi 1.4	10.67	1396/4	6	220	90	NA	43	NA	185/65 R15	-	✓	NA	NA	NA	✓	-	-	-	NA	NA
CRDi 1.6 SX	13.74	1582/4	6	260	128	1191	43	NA	195/55 R16	-	✓	10.8	191	16.25	✓	✓	✓	✓	Jul 11	★★★★☆
CRDi 1.6 SX AT	14.56	1582/4	4A	260	128	NA	43	NA	195/55 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



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## ELANTRA

**For:** Looks, equipment. **Against:** Handling at high speed. **Verdict:** One of the better looking cars in the segment.

**Alternatives:** 1. Skoda Octavia 2. Toyota Corolla Altis 3. Renault Fluence



VTVT 1.8 S	15.86	1797/4	6	178	150	1206	56	NA	205/60 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
VTVT 1.8 SX AT	18.55	1797/4	6A	178	150	1225	56	NA	205/60 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 1.6	16.67	1582/4	6	260	128	NA	56	NA	205/60 R16	-	✓	11.04	189	13.87	✓	✓	✓	✓	NA	NA
CRDi 1.6 SX AT	20.29	1582/4	6A	260	128	NA	56	NA	205/60 R16	✓	✓	11.88	180.2	11.25	✓	✓	✓	✓	Dec 13	★★★★☆

## CRETA

**For:** Space, interior, practicality. **Against:** High-speed stability. **Verdict:** Capable as a city runabout and for a highway jaunt.

**Alternatives:** 1. Ford Ecosport 2. Maruti Suzuki S-Cross 3. Nissan Terrano 4. Mahindra XUV500



VTVT 1.6	10.11	1591/4	6	151	123	NA	55	NA	205/65 R16	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
VTVT 1.6 SX+	13.27	1591/4	6	151	123	NA	55	NA	205/65 R16	-	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
CRDi 1.4	11.13	1396/4	6	220	90	NA	55	NA	205/65 R16	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
CRDi 1.4 S+	13.58	1396/4	6	220	90	NA	55	NA	205/65 R16	-	-	NA	NA	NA	✓	✓	✓	-	NA	NA
CRDi 1.6 SX (0)	16.11	1582/4	6	260	128	NA	55	NA	215/60 R17	✓	✓	12.48	175.83	14.8	✓	✓	✓	✓	Nov 15	★★★★☆
CRDi 1.6 SX+ AT	16.09	1582/4	6A	260	128	NA	55	NA	205/65 R16	-	✓	12.04	160.17	11.12	✓	✓	✓	✓	Aug 15	★★★★☆

## SANTA FE

**For:** Feature-packed, engine. **Against:** Image, price. **Verdict:** Establishing Hyundai as a premium brand.

**Alternatives:** 1. Toyota Fortuner 2. Chevrolet Trailblazer 3. Ford Endeavour 4. Mitsubishi Pajero Sport



CRDi 2WD	32.97	2199/4	6	420	197	1896	64	NA	235/60 R18	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 2WD AT	34.39	2199/4	6A	436	197	1934	64	NA	235/60 R18	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
CRDi 4WD AT	36.95	2199/4	6A	436	197	2001	64	NA	235/60 R18	✓	✓	9.31	184	9.13	✓	✓	✓	✓	Apr 14	★★★★☆

## ICML

## EXTREME

**For:** Value for money, suspension. **Against:** Poor NVH levels, fit and finish, low end grunt. **Verdict:** Good MUV alternative.

**Alternatives:** 1. Tata Sumo 2. Mahindra Bolero 3. Chevrolet Tavera



LD CRD-Fi 9-seater	7.88*	1994/4	5	270	120	1738	50	NA	205/65 R15	-	-	NA	NA	NA	✓	-	-	-	NA	NA
VD CRD-Fi 7-seater	9.28*	1994/4	5	270	120	1738	50	NA	205/65 R15	-	-	NA	NA	NA	✓	-	✓	-	NA	NA

## ISUZU

## MU-7

**For:** NA. **Against:** NA. **Verdict:** NA.

**Alternatives:** 1. Toyota Fortuner 2. Mitsubishi Pajero Sport 3. Ford Endeavour



MU-7	19.99*	2999/4	5	360	163	1900	76	NA	245/70 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
MU-7 AT	23.90*	2499/4	5A	333	163	NA	76	NA	245/70 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

## D-MAX

**For:** Value for money. **Against:** Bare bones equipment list. **Verdict:** First Japanese pick-up in India.

**Alternatives:** 1. Tata Xenon 2. Mahindra Scorpio Getaway



Space Cab	6.09*	2499/4	5	294	136	1655	76	NA	215/70 R15	-	-	NA	NA	NA	-	-	-	-	NA	NA
Space Cab Arch	6.99*	2499/4	5	294	136	1650	76	NA	215/70 R15	-	-	NA	NA	NA	-	-	-	-	NA	NA



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## JAGUAR

### XF

**For:** Performance, looks, brand. **Against:** Space, service and availability, price. **Verdict:** A true British car with good looks.

**Alternatives:** 1. Mercedes-Benz E-Class 2. BMW 5 Series 3. Audi A6 4. Volvo S80



2.0i Petrol Luxury	64.66	1999/4	8A	340	240	1700	68	500	235/55 R17	✓	✓	8.68	250	8.12	✓	✓	✓	✓	Jun 14	★★★★★
2.2d Executive	52.08	2179/4	8A	450	190	1780	68	500	235/55 R17	✓	✓	9.53	225	9.75	✓	✓	✓	✓	NA	NA
2.2d Luxury	64.87	2179/4	8A	450	190	1780	68	500	235/55 R17	✓	✓	9.53	225	9.75	✓	✓	✓	✓	Jun 13	★★★★★
V6d S Premium Luxury	72.68	2993/6	8A	600	275	1820	68	500	245/45 R18	✓	✓	8.03	250	NA	✓	✓	✓	✓	Apr 12	★★★★★
R Supercharged Petrol	139.55	5000/8	8A	625	510	1891	70	500	275/30 R20	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

### XJ

**For:** Luxury, space. **Against:** Price. **Verdict:** Don't want a German luxury car? This is the one for you.

**Alternatives:** 1. Mercedes-Benz S-Class 2. Audi A8 3. BMW 7 Series



2.0i Petrol Portfolio	113.05	1999/4	8A	340	240	1824	82	520	275/40 R19	✓	✓	8.7	241	6.0	✓	✓	✓	✓	Nov 15	★★★★★
V6 Diesel Premium Luxury	114.40	2993/6	8A	600	275	1988	82	520	245/45 R18	✓	✓	7.47	250	7.12	✓	✓	✓	✓	NA	NA
V6 Diesel Portfolio	121.80	2993/6	8A	600	275	1988	82	520	275/40 R19	✓	✓	7.47	250	7.12	✓	✓	✓	✓	Feb 14	★★★★★

### F-TYPE

**For:** Exclusivity, power. **Against:** Price. **Verdict:** Exciting and raw sports car.

**Alternatives:** 1. Audi R8 2. Porsche 911 3. Maserati GranTurismo/GranCabrio



V6 Coupé	134.00*	2995/6	8A	450	340	1577	72	407	NA	✓	✓	NA	260	NA	✓	✓	✓	✓	NA	NA
V6 S Coupé	140.00*	2995/6	8A	460	380	1594	72	407	NA	✓	✓	NA	275	NA	✓	✓	✓	✓	NA	NA
R Coupé	197.00*	5000/8	8A	680	550	1650	70	407	295/30 ZR20	✓	✓	4.06	300	4.75	✓	✓	✓	✓	Mar 15	★★★★★
R AWD Coupé	80	5000/8	8A	680	550	1730	70	407	295/30 ZR20	✓	✓	NA	300	NA	✓	✓	✓	✓	NA	NA
S Convertible	150.00*	2995/6	8A	460	380	1604	72	196	NA	✓	✓	NA	275	NA	✓	✓	✓	✓	NA	NA
R Convertible	188.00*	5000/8	8A	680	550	1665	72	196	295/30 ZR20	✓	✓	NA	300	NA	✓	✓	✓	✓	NA	NA

## LAMBORGHINI

### HURACÁN

**For:** Style, agility, handling, acceleration. **Against:** Price. **Verdict:** Probably the most exotic V10 supercar on sale today.

**Alternatives:** 1. Ferrari 488 GTB 2. Porsche 911 Turbo S 3. Aston Martin Vantage V12 S



LP 580-2	299.00*	5204/10	7A	540	580	1389	90	NA	305/35 ZR19	✓	✓	NA	320	NA	✓	✓	✓	✓	NA	NA
LP 610-4	343.00*	5204/10	7A	560	610	1422	90	NA	305/30 ZR20	✓	✓	NA	325	NA	✓	✓	✓	✓	NA	NA

### AVENTADOR

**For:** Style, aggressive acceleration. **Against:** Price. **Verdict:** A proper big V12 Lambo supercar.

**Alternatives:** 1. Ferrari F12berlinetta 2. Aston Martin Vanquish



LP 700-4	484.00*	6498/12	7A	690	700	1575	90	NA	335/30 ZR20	✓	✓	NA	350	NA	✓	✓	✓	✓	NA	NA
LP 700-4 Roadster	538.00*	6498/12	7A	690	700	1565	90	NA	335/30 ZR20	✓	✓	NA	350	NA	✓	✓	✓	✓	NA	NA
LP 750-4 Super Veloce	80	6498/12	7A	690	750	1525	90	NA	355/25 ZR21	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

## LAND ROVER

### DISCOVERY SPORT

**For:** Off-road capability, comfort. **Against:** Price. **Verdict:** Good all-round SUV with Land Rover off-road ability.

**Alternatives:** 1. Audi Q5 2. Volvo XC60 3. BMW X3 4. Mercedes-Benz GLE-Class



TD4 S 5-seater	46.10*	2179/4	9A	400	150	NA	NA	NA	235/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
TD4 HSE 7-seater	70.78	2179/4	9A	400	150	NA	NA	NA	235/60 R18	✓	✓	12.48	177.53	9.75	✓	✓	✓	✓	Jan 16	★★★★★
SD4 HSE Luxury 7-seater	62.18*	2179/4	9A	420	190	NA	NA	NA	235/60 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



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## DISCOVERY 4

**For:** Off-road capability, luxury, comfort. **Against:** Price, service network. **Verdict:** Has got Land Rover off-roading heritage.

**Alternatives:** 1. Audi Q7 2. Volvo XC90 3. Mercedes-Benz GL-Class

TDV6 SE	108.00	2993/6	8A	600	249	2570	82	280	255/55 R19	✓	✓	NA	180	NA	✓	✓	✓	✓	NA	NA
TDV6 HSE	112.35	2993/6	8A	600	249	2570	82	280	255/55 R19	✓	✓	NA	180	NA	✓	✓	✓	✓	NA	NA



## RANGE ROVER EVOQUE

**For:** Contemporary looks, ride quality, equipment, handling, off-road ability. **Against:** Space, price.

**Verdict:** If you want style and don't mind the price, go for it. **Alternatives:** 1. Audi Q5 2. Volvo XC60 3. BMW X3

SD4 Pure	55.90	2197/4	9A	420	190	1700	57	575	235/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
SD4 Dynamic	60.20	2197/4	9A	420	190	1715	57	575	235/60 R18	✓	✓	10.76	192.8	11.25	✓	✓	✓	✓	Jun 15	★★★★★
SD4 Prestige	64.50	2197/4	9A	420	190	1715	57	575	235/60 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Si4 Dynamic Coupé	85.50*	1999/4	9A	340	240	1640	57	550	235/60 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



## RANGE ROVER SPORT

**For:** Luxury. **Against:** Price. **Verdict:** If you want to stand out from the crowd...

**Alternatives:** 1. Porsche Cayenne 2. Toyota Landcruiser 200 3. Mercedes-Benz GL-Class

SDV6 S	141.80	2993/6	8A	600	292	2115	80	NA	255/55 R19	✓	✓	7.97	210	8.12	✓	✓	✓	✓	NA	NA
SDV6 HSE	194.20	2993/6	8A	600	292	2115	80	NA	255/50 R20	✓	✓	7.97	210	8.12	✓	✓	✓	✓	Dec 13	★★★★★
SCV8 Autobiography	214.70	5000/8	8A	625	510	2310	105	NA	255/50 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
SVR	267.80	5000/8	8A	680	550	2310	105	NA	275/45 R21	✓	✓	NA	260	NA	✓	✓	✓	✓	NA	NA



## RANGE ROVER

**For:** Luxury of a limo. **Against:** Price. **Verdict:** Great off-roading ability with luxury.

**Alternatives:** 1. Toyota Landcruiser 200 2. Mercedes-Benz GL-Class

TDV6 HSE	188.00	2993/6	8A	600	258	2160	85	909	255/55 R19	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
TDV6 Vogue	214.00	2993/6	8A	600	258	2160	85	909	255/55 R19	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
SDV8 Vogue SE	223.80	4367/8	8A	700	339	2360	105	909	255/50 R20	✓	✓	7.29	218	9.0	✓	✓	✓	✓	Jun 13	★★★★★
SCV8 Autobiography	271.70	5000/8	8A	625	510	2330	105	909	255/50 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



## RANGE ROVER L

**For:** Even more luxury than the standard Range Rover. **Against:** Price. **Verdict:** The first of the super-luxury SUVs.

**Alternatives:** None, although, the Bentley Bentayga is on its way

TDV6 Vogue	218.00*	2993/6	8A	600	258	NA	80	NA	255/50 R20	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
SDV8 Vogue SE	BO	4367/8	8A	740	339	NA	105	NA	255/50 R20	✓	✓	NA	217	NA	✓	✓	✓	✓	NA	NA
SDV8 Autobiography	BO	4367/8	8A	740	339	NA	105	NA	275/45 R21	✓	✓	NA	217	NA	✓	✓	✓	✓	NA	NA
SCV8 Autobiography	276.00*	5000/8	8A	625	510	NA	105	NA	275/45 R21	✓	✓	NA	225	NA	✓	✓	✓	✓	NA	NA



## MAHINDRA & MAHINDRA

### E20

**For:** Zero-emissions. **Against:** Space, range, price. **Verdict:** Electric car good enough for short city drives.

**Alternatives:** None

T2 Premium	5.67	I/Motor	A	53.9	25	830	NA	NA	155/70 R13	-	-	NA	81	NA	-	-	✓	-	NA	NA
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### VERITO VIBE

**For:** Fuel efficiency, space. **Against:** Design could be smarter. **Verdict:** Spacious and frugal compact saloon.

**Alternatives:** 1. Maruti Suzuki Swift Dzire 2. Honda Amaze 3. Tata Zest

D2	6.38	1461/4	5	160	65	1150	50	330	185/70 R14	-	-	NA	NA	NA	-	-	-	-	NA	NA
D6	7.35	1461/4	5	160	65	1150	50	330	185/70 R14	-	✓	16.04	153	NA	✓	✓	✓	✓	Jul 13	★★★★☆



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MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY (CC/CYLINDERS)	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT (IN KG)	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KMH (IN SEC)	TOP SPEED (IN KMH)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIRBAGS	MUSIC SYSTEM	ALLOY WHEELS	TESTED	OVERALL RATING
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## VERITO

**For:** Space, gearbox, ride and price. **Against:** Lack of power, poor fit and finish, ergonomics. **Verdict:** Spacious, comfortable and practical. A great sedan for a tight budget. **Alternatives:** 1. Maruti Suzuki Swift Dzire 2. Hyundai Xcent 3. Tata Manza



1.4 G2	6.04	1390/4	5	110	75	1080	50	510	185/70 R14	-	-	NA	NA	NA	-	-	-	-	NA	NA
1.4 G4	6.29	1390/4	5	110	75	1080	50	510	185/70 R14	-	-	NA	NA	NA	✓	-	-	-	NA	NA
1.5 D2	7.29	1461/4	5	160	65	1140	50	510	185/70 R14	-	-	16.82	152	16.75	✓	-	-	-	NA	NA
1.5 D6	8.31	1461/4	5	160	65	1140	50	510	185/70 R14	-	✓	16.82	152	16.75	✓	✓	✓	-	NA	NA

## THAR

**For:** Off-roading capability, attention grabber. **Against:** Dated, build quality.

**Verdict:** A vehicle for masses who have to tackle rough terrain on a daily basis. **Alternatives:** 1. Force Motors Gurkha



CRDe	8.03*	2498/4	5	247	105	1670	60	NA	235/70 R16	-	-	18.41	134	11.75	-	-	✓	-	Mar 11	★★★★☆
Di 4WD	NA	2523/4	5	182.5	64	2090	45	NA	P 185 R16	-	-	NA	NA	NA	-	-	-	-	NA	NA

## BOLERO

**For:** Rugged, reliable, do-it-all MUV. **Against:** Lacks refinement.

**Verdict:** : Get one if you have to haul a large number of people over bad roads. **Alternatives:** 1. ICML Extreme 2. Tata Sumo



ZLX	7.82*	2523/4	5	195	63	NA	60	NA	215/75 R15	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
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## QUANTO

**For:** Space. **Against:** Looks, handling. **Verdict:** Good space for a four-metre car.

**Alternatives:** 1. Mahindra Bolero 2. Premier Rio 3. Tata Sumo Gold



C2	6.94	1493/3	5	240	100	1640	55	690	205/65 R15	-	-	17.35	140.8	11.25	-	-	-	-	NA	NA
C8	8.71	1493/3	5	240	100	1640	55	690	205/65 R15	-	✓	17.35	140.8	11.25	✓	✓	✓	-	Nov 12	★★★★☆

## KUV100

**For:** Space, interior, ride quality, driveability. **Against:** Ergonomics in six-seater. **Verdict:** A genuinely practical everyday car.

**Alternatives:** 1. Premier Rio 2. Hyundai Grand i10 3. Ford EcoSport



G80 Petrol K2	5.03	1198/3	5	115	82	NA	35	243	185/65 R14	-	✓	NA	NA	NA	-	-	-	-	NA	NA
G80 Petrol K8	6.71	1198/3	5	115	82	NA	35	243	185/65 R14	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
D75 K2	5.93	1198/3	5	190	77	NA	35	243	185/65 R14	-	✓	15.33	153	17.75	-	-	-	-	NA	NA
D75 K8	7.67	1198/3	5	190	77	NA	35	243	185/65 R14	-	✓	15.33	153	17.75	✓	✓	✓	✓	Feb 16	★★★★☆

## TUV300

**For:** Space, interior, ride quality, driving range, diesel automatic option. **Against:** Handling. **Verdict:** Compelling proposition.

**Alternatives:** 1. Tata Movus 2. Chevrolet Enjoy



T4	6.90*	1493/3	5	230	84	1640	60	384	215/75 R15	-	-	21.63	136.4	NA	✓	-	-	-	NA	NA
T6+ AMT	8.52*	1493/3	5A	230	80	1640	60	384	215/75 R15	-	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
T8	8.40*	1493/3	5	230	84	1640	60	384	215/75 R15	-	✓	21.63	136.4	NA	✓	✓	✓	✓	Oct 15	★★★★☆
T8 AMT	9.12*	1493/3	5A	230	80	1640	60	384	215/75 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

## XYLO

**For:** Value for money, interior, engine. **Against:** Unsettled ride. **Verdict:** The best bang for your buck in the MUV segment.

**Alternatives:** 1. Chevrolet Tavera 2. Honda Mobilio 3. Toyota Innova



D2 Maxx mDI BS IV	8.93	2489/4	5	218	95	1800	55	234	205/65 R15	-	-	NA	NA	NA	-	-	-	-	NA	NA
H8 mHawk	11.85	2179/4	5	280	120	1800	55	234	215/75 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

## SCORPIO

**For:** Smooth, tractable mHawk engine, good value. **Against:** High-speed dynamics. **Verdict:** The best budget SUV around.

**Alternatives:** 1. Tata Safari Storme 2. Renault Duster 3. Hyundai Creta



S2 m2DICR	7.93*	2523/4	5	200	75	1890	60	460	215/75 R15	-	-	NA	NA	NA	✓	-	-	-	NA	NA
S4+ mHawk 4WD	10.57*	2179/4	5	280	120	1990	60	460	235/65 R17	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
S10 mHawk 4WD	12.50*	2179/4	5	280	120	2000	60	460	235/65 R17	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
S10 mHawk AT	12.57*	2179/4	6A	280	120	1930	60	460	235/65 R17	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
S10 mHawk 4WD AT	13.75*	2179/4	6A	280	120	2030	60	460	235/65 R17	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



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MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY (C/CYLINDERS)	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT (IN KG)	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KM/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIRBAGS	MUSIC SYSTEM	ALLOY WHEELS	TESTED	OVERALL RATING
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## SCORPIO GETAWAY

**For:** Tons of luggage space, value for money. **Against:** Cramped interiors, poor high-speed handling.

**Verdict:** Fun, inexpensive vehicle for the outdoor people. **Alternatives:** 1. Tata Xenon 2. Isuzu D-Max



Getaway 4x2	8.69	2609/4	5	283	115	1910	55	460	235/70 R15	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
Getaway 4x4	9.78	2523/4	5	195	63	NA	60	NA	215/75 R15	-	-	NA	NA	NA	✓	-	✓	-	NA	NA

## XUV 500

**For:** Price, performance, space. **Against:** Gear shift, interior fit-and-finish. **Verdict:** Value for money.

**Alternatives:** 1. Renault Duster 2. Nissan Terrano 3. Skoda Yeti 4. Hyundai Creta



W4	11.21*	2197/4	6	330	140	1785	70	NA	235/65 R17	-	✓	12.8	181.3	11.0	✓	✓	✓	-	NA	NA
W8	14.18*	2197/4	6	330	140	1785	70	NA	235/65 R17	✓	✓	12.8	181.3	11.0	✓	✓	✓	✓	Nov 11	★★★★☆
W8 AT	15.36*	2197/4	6A	330	140	NA	70	NA	235/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
W8 AWD	14.99*	2197/4	6	330	140	1865	70	NA	235/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
W10 AWD	15.99*	2197/4	6	330	140	1865	70	NA	235/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
W10 AWD AT	17.22*	2197/4	6A	330	140	NA	70	NA	235/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

## MARUTI SUZUKI

### ALTO 800

**For:** Value for money. **Against:** High NVH levels, safety. **Verdict:** One of the highest-selling cars in the country.

**Alternatives:** 1. Renault Kwid 2. Hyundai Eon 3. Datsun Go 4. Chevrolet Spark



LXi	3.73	796/3	5	69	48	720	35	177	145/80 R12	-	-	19.38	NA	NA	-	-	-	-	NA	NA
VXi (O)	4.14	796/3	5	69	48	725	35	177	145/80 R12	-	-	19.38	NA	NA	✓	D	✓	-	NA	NA

### ALTO K10

**For:** Fuel efficiency, service. **Against:** Ride quality, safety, space. **Verdict:** A convenient entry-level automatic option.

**Alternatives:** 1. Renault Kwid 2. Hyundai Eon 3. Chevrolet Spark



LX	3.82	998/3	5	90	68	740	35	177	155/65 R13	-	-	NA	NA	NA	-	-	-	-	NA	NA
VXi (O)	4.48	998/3	5	90	68	755	35	177	155/65 R13	-	-	NA	NA	NA	F	D	✓	-	NA	NA
VXi AMT	4.78	998/3	5A	90	68	755	35	177	155/65 R13	-	-	NA	NA	NA	F	-	✓	-	NA	NA

### WAGON R

**For:** Flexible interior, design, fuel efficiency, easy to get in and out of. **Against:** Notchy gearshift, body roll, bland interior.

**Verdict:** A good city runabout. **Alternatives:** 1. Nissan Micra Active 2. Hyundai i10 3. Chevrolet Beat



LXi	4.73	998/3	5	90	68	860	35	NA	145/80 R13	-	-	16.32	150.7	15.5	-	-	-	-	NA	NA
VXi	5.07	998/3	5	90	68	870	35	NA	155/65 R14	-	-	16.32	150.7	15.5	✓	-	✓	-	NA	NA
VXi (O)	5.44	998/3	5	90	68	885	35	NA	155/65 R14	-	✓	16.32	150.7	15.5	✓	D	✓	-	Jun 10	★★★★☆
VXi (O) AMT	6.01	998/3	5A	90	68	885	35	NA	155/65 R14	-	✓	NA	NA	NA	✓	D	✓	-	NA	NA

### STINGRAY

**For:** NA. **Against:** NA. **Verdict:** NA.

**Alternatives:** 1. Hyundai i10 2. Chevrolet Beat 3. Ford Figo



LXi	4.96	998/3	5	90	68	870	35	NA	155/65 R14	-	-	NA	NA	NA	F	-	-	-	NA	NA
VXi (O)	5.66	998/3	5	90	68	885	35	NA	155/65 R14	-	✓	NA	NA	NA	✓	D	✓	✓	NA	NA
VXi (O) AMT	6.26	998/3	5A	90	68	885	35	NA	155/65 R14	-	✓	NA	NA	NA	✓	D	✓	-	NA	NA

### CELERIO

**For:** Convenience, price. **Against:** Slow shifts (AMT), safety. **Verdict:** Affordable compact with a smooth petrol AMT and frugal diesel.

**Alternatives:** 1. Hyundai Grand i10 2. Honda Brio 3. Chevrolet Beat



LXi	4.63	998/3	5	90	68	810	35	235	155/80 R13	-	-	NA	NA	NA	-	-	-	-	NA	NA
VXi AMT	5.55	998/3	5A	90	68	NA	35	235	165/70 R14	-	-	18.34	153.4	13.88	✓	-	-	-	May 14	★★★★☆
ZXi AMT	5.90	998/3	5A	90	68	NA	35	235	165/70 R14	-	-	18.34	153.4	13.88	✓	D	✓	-	NA	NA
ZXi O	5.86	998/3	5	90	68	830	35	235	165/70 R14	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
LDi	5.66	793/2	5	125	47.5	780	35	235	155/80 R13	-	-	26.1	132	21.83	✓	-	-	-	NA	NA
ZDi O	6.89	793/2	5	125	47.5	800	35	235	165/70 R14	-	✓	26.1	132	21.83	✓	✓	✓	✓	Aug 15	★★★★☆



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MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY (CC/CYLINDERS)	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT (IN KG)	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KM/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIRBAGS	MUSIC SYSTEM	ALLOY WHEELS	TESTED	OVERALL RATING
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## RITZ

**For:** Ride quality, frugal engines. **Against:** Weak top end (petrol). **Verdict:** A tall boy family alternative to the Swift.

**Alternatives:** 1. FIAT Punto Evo 2. Hyundai Grand i10 3. Nissan Micra



LXi	5.29	1197/4	5	114	87	1005	43	236	165/80 R14	-	-	14.92	162.1	17.4	-	-	-	-	NA	NA
VXi AT	6.71	1197/4	4A	114	87	1035	43	236	165/80 R14	-	✓	NA	NA	NA	✓	-	✓	✓	NA	NA
ZXi	6.42	1197/4	5	114	87	1030	43	236	185/70 R14	-	✓	14.92	162.1	17.4	✓	✓	✓	✓	Jul 09	★★★★☆
LDi	6.57	1248/4	5	190	75	1100	43	236	165/80 R14	-	-	14.71	170	20.75	-	-	-	-	NA	NA
ZDi	7.71	1248/4	5	190	75	1125	43	236	185/70 R14	-	✓	14.71	170	20.75	✓	✓	✓	✓	NA	NA

## SWIFT

**For:** Service network, reliability. **Against:** Looks like the old car. **Verdict:** Buy it for ride quality and space.

**Alternatives:** 1. Volkswagen Polo 2. FIAT Punto Evo 3. Hyundai Elite i20 4. Ford Figo



LXi	5.43	1197/4	5	115	85	935	42	237	165/80 R14	-	-	14.35	170	17.6	-	-	-	-	NA	NA
ZXi	7.26	1197/4	5	115	85	965	42	237	185/65 R15	-	✓	14.35	170	17.6	✓	✓	✓	✓	Nov 11	★★★★☆
LDi	6.94	1248/4	5	190	75	1050	42	237	165/80 R14	-	-	14.26	165	19.5	-	-	-	-	NA	NA
ZDi	8.61	1248/4	5	190	75	1060	42	237	185/65 R15	-	✓	14.26	165	19.5	✓	✓	✓	✓	Nov 11	★★★★☆

## BALENO

**For:** Ease of driving, equipment, efficiency. **Against:** Steering feel, ergonomics. **Verdict:** Maruti Suzuki's most exclusive hatchback.

**Alternatives:** 1. Hyundai Elite i20 2. Honda Jazz 3. Volkswagen Polo



1.2 VWT (P) Sigma	4.99*	1197/4	5	115	84	865	37	339	185/65 R15	-	✓	NA	NA	NA	F	✓	-	-	NA	NA
1.2 VWT (P) Alpha	7.01*	1197/4	5	115	84	890	37	339	195/55 R16	-	✓	13.73	155.08	14.0	✓	✓	✓	✓	Dec 15	★★★★☆
1.2 VWT (P) Delta CVT	6.76*	1197/4	CVT	115	84	910	37	339	185/65 R15	-	✓	12.26	158.8	NA	✓	✓	-	-	Jan 16	NA
DDiS 190 Sigma	6.16*	1248/4	5	190	75	960	37	339	185/65 R15	-	✓	NA	NA	NA	F	✓	-	-	NA	NA
DDiS 190 Alpha	8.11*	1248/4	5	190	75	985	37	339	195/55 R16	-	✓	14.11	168.71	18.0	✓	✓	✓	✓	Dec 15	★★★★☆

## DZIRE

**For:** Frugal, powerful and practical diesel, great value. **Against:** Isn't too good to look at. **Verdict:** Tough to find a better entry-level saloon at this price. Great car, if only it looked a bit better. **Alternatives:** 1. Mahindra Verito 2. Tata Zest 3. Toyota Etios



LXi	6.12	1197/4	5	114	87	935	42	316	165/80 R14	-	-	NA	NA	NA	-	-	-	-	NA	NA
ZXi	8.04	1197/4	5	114	87	965	42	316	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
VXi AT	7.88	1197/4	4A	114	87	965	42	316	165/80 R14	-	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
LDi	7.56	1248/4	5	190	75	1045	42	316	165/80 R14	-	-	14.24	160	19.3	-	-	-	-	NA	NA
ZDi	9.21	1248/4	5	190	75	1070	42	316	185/65 R15	-	✓	14.24	160	19.3	✓	✓	✓	✓	Mar 12	★★★★☆

## ERTIGA

**For:** Value for money, fuel efficiency. **Against:** You either have the third row or luggage space. **Verdict:** A good car in its segment.

**Alternatives:** 1. Honda Mobilio 2. Renault Lodgy 3. Chevrolet Enjoy



LXi	6.35*	1373/4	5	130	95	1135	45	NA	185/65 R15	-	-	NA	NA	NA	-	D	-	-	NA	NA
ZXi+	8.64*	1373/4	5	130	95	1180	45	NA	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
VXi AT	8.50*	1373/4	4A	130	95	1185	45	NA	185/65 R15	-	✓	NA	NA	NA	-	-	-	-	NA	NA
LDi	7.84*	1248/4	5	200	90	1235	45	NA	185/65 R15	-	✓	NA	NA	NA	-	D	-	-	NA	NA
ZDi+	9.54*	1248/4	5	200	90	1265	45	NA	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

## CIAZ

**For:** Feature-packed. **Against:** Rivals are quicker and slightly faster. **Verdict:** A contemporary all-round package.

**Alternatives:** 1. Honda City 2. Hyundai Verna 3. Volkswagen Vento



VXi	8.53	1373/4	5	130	92.5	1010	50	510	185/65 R15	-	-	NA	NA	NA	✓	-	✓	✓	NA	NA
ZXi+	10.63	1373/4	5	130	92.5	NA	50	510	195/55 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
VXi+ AT	10.50	1373/4	4A	130	92.5	NA	50	510	185/65 R15	-	-	NA	NA	NA	✓	-	✓	✓	NA	NA
ZXi AT	11.28	1373/4	4A	130	92.5	NA	50	510	195/55 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
VDi SHVS	9.56	1248/4	5	200	90	1115	50	510	185/65 R15	-	-	13.62	168.9	16.75	✓	-	✓	-	NA	NA
ZDi+ SHVS	11.88	1248/4	5	200	90	1135	50	510	195/55 R16	-	✓	13.62	168.9	16.75	✓	✓	✓	✓	Apr 15	★★★★☆
RS SHVS	80	1248/4	5	200	90	1135	50	510	195/55 R16	-	✓	13.62	168.9	16.75	✓	✓	✓	✓	NA	NA



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MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY (C/CYLINDERS)	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT (IN KG)	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KM/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIRBAGS	MUSIC SYSTEM	ALLOY WHEELS	TESTED	OVERALL RATING
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## OMNI

**For:** Affordability, space, maintenance. **Against:** Safety, equipment. **Verdict:** Cheap van with dangerously dicey dynamics and unprecedented safety issues. **Alternatives:** None



5-Seater	3.17	796/3	4	59	35	785	35	NA	145/70 R12	-	-	NA	NA	NA	-	-	-	-	NA	NA
8-Seater	3.20	796/3	4	59	35	800	35	NA	145/70 R12	-	-	NA	NA	NA	-	-	-	-	NA	NA

## EECO

**For:** Price, space, engine power and refinement. **Against:** Boxy looks, hard suspension. **Verdict:** Practical and affordable option for big middle-class families, good option for car pooling. **Alternatives:** 1. Datsun Go+



5-Seater STD	3.80	1196/4	5	102	73	908	40	NA	155 R13	-	-	NA	NA	NA	-	-	-	-	NA	NA
7-Seater STD	4.00	1196/4	5	102	73	928	40	NA	155 R13	-	-	NA	NA	NA	-	-	-	-	NA	NA
5-Seater AC	4.17	1196/4	5	102	73	923	40	NA	155 R13	-	-	NA	NA	NA	-	-	-	-	NA	NA

## S-CROSS

**For:** Ride quality, features, practicality, safety. **Against:** Tyre grip level, dated looks. **Verdict:** Practical and safe family car.

**Alternatives:** 1. Hyundai Creta 2. Ford EcoSport 3. Renault Duster



DDIS 200 Sigma	9.08	1248/4	5	200	90	NA	45	353	205/65 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
DDIS 200 Alpha	12.09	1248/4	5	200	90	NA	45	353	215/60 R17	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
DDIS 320 Delta	11.68	1598/4	6	320	120	1275	45	353	215/60 R17	-	✓	11.78	174.8	14.5	✓	✓	✓	✓	NA	NA
DDIS 320 Alpha	13.71	1598/4	6	320	120	1275	45	353	215/60 R17	-	✓	11.78	174.8	14.5	✓	✓	✓	✓	Sep 15	★★★★★

## MASERATI

### GHIBLI

**For:** Style, driver appeal. **Against:** Price. **Verdict:** The only Italian option in the German-dominated sport-luxury segment.

**Alternatives:** 1. (Size-wise) Jaguar XF, BMW 5 Series, Mercedes E-Class 2. (Price-wise) Porsche Panamera, Mercedes S-Class



Ghibli Diesel	110.00*	2987/6	8A	600	275	1835	70	500	235/50 R18	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
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### QUATTROPORTE

**For:** Style, presence. **Against:** Price. **Verdict:** An Italian four-door sport-luxury car with distinct road presence.

**Alternatives:** 1. Porsche Panamera 2. Aston Martin Rapide S



Quattroporte Diesel	150.00*	2979/6	8A	550	410	1760	80	530	245/45 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Quattroporte GTS	220.00*	3899/8	8A	650	530	1900	80	530	285/30 R20	✓	✓	NA	307	NA	✓	✓	✓	✓	NA	NA

### GRANTURISMO

**For:** NA. **Against:** NA. **Verdict:** Italian GT which doesn't cost the Earth.

**Alternatives:** 1. Jaguar F-Type 2. Porsche 911 3. Aston Martin Vantage 4. Mercedes S-Coupé



GranTurismo	180.00*	4244/8	7A	460	405	1880	86	260	285/40 R19	✓	✓	NA	285	NA	✓	✓	✓	✓	NA	NA
Sport MC Shift	BO	4691/8	7A	520	460	1880	86	260	285/35 R20	✓	✓	NA	298	NA	✓	✓	✓	✓	NA	NA

### GRANCABRIO

**For:** NA. **Against:** NA. **Verdict:** If you want an Italian GT and want to feel the wind in your hair.

**Alternatives:** 1. Jaguar F-Type 2. Porsche 911 Cabriolet



GranCabrio	200.00*	4691/8	6A	510	450	1980	75	173	285/40 R19	✓	✓	NA	285	NA	✓	✓	✓	✓	NA	NA
MC Sport Line	280.00*	4691/8	6A	520	460	1973	75	173	285/35 R20	✓	✓	NA	289	NA	✓	✓	✓	✓	NA	NA

## MERCEDES-BENZ

### A-CLASS

**For:** Your entry into luxury, fun to drive. **Against:** Space, ride quality, value for money. **Verdict:** A fun hatch, but at a price.

**Alternatives:** 1. MINI Cooper 2. BMW 1 Series 3. Volvo V40



A 180 Sport	34.19	1595/4	7A	200	122	1395	50	341	225/45 R17	✓	✓	9.23	201	9.5	✓	✓	✓	✓	Sep 13	★★★★★
A 200 d Sport	35.49	2143/4	7A	300	136	1475	50	341	225/45 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

### B-CLASS

**For:** Badge, space. **Against:** Price, refinement, noisy diesel engine. **Verdict:** Spacious premium hatch with solid build quality.

**Alternatives:** 1. MINI Cooper Countryman 2. Volvo V40 Cross Country



B 180 Sport	35.94	1595/4	7A	200	122	1425	50	486	225/45 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
B 200 d Sport	37.24	2143/4	7A	300	136	1505	50	486	225/45 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	Apr 15	NA

### CLA-CLASS

**For:** Performance, handling, dynamics. **Against:** Ground clearance, rear headroom. **Verdict:** Nimble and stylish four-door coupé.

**Alternatives:** 1. Audi A3 2. Audi TT



CLA 200 Sport	39.61	1991/4	7A	300	184	1395	50	470	225/50 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
CLA 200 d Style	38.10	2143/4	7A	300	136	1500	50	470	225/50 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
CLA 200 d Sport	41.50	2143/4	7A	300	136	1500	50	470	225/50 R17	✓	✓	9.69	220	14.5	✓	✓	✓	✓	May 15	★★★★★
AMG CLA 45 4MATIC	91.68	1991/4	7A	450	360	1585	56	470	235/40 R18	✓	✓	5.98	250	8.0	✓	✓	✓	✓	Aug 14	★★★★★



MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY (CC/CYLINDERS)	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT (IN KG)	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KMH (IN SEC)	TOP SPEED (IN KMH/H)	AVERAGE FUEL ECONOMY (IN KML/L)	POWER WINDOWS	AIRBAGS	MUSIC SYSTEM	ALLOY WHEELS	TESTED	OVERALL RATING
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**C-CLASS**

**For:** The three-pointed star. **Against:** Price. **Verdict:** Fun to drive executive saloon with good ride quality too.

**Alternatives:** 1. Audi A4 2. BMW 3 Series 3. Volvo S60



C 200	47.20	1991/4	7A	300	184	1465	41	480	225/50 R17	✓	✓	7.85	235	NA	✓	✓	✓	✓	Dec 14	★★★★★
C 220 d Style	46.83	2143/4	7A	400	170	1655	41	480	225/50 R17	✓	✓	NA	233	NA	✓	✓	✓	✓	NA	NA
C 220 d Avantgarde	49.21	2143/4	7A	400	170	1655	41	480	225/50 R17	✓	✓	8.35	233	11.75	✓	✓	✓	✓	Mar 15	★★★★★
AMG C 63 S	167.07	3982/8	7A	700	510	1730	66	435	265/35 R19	✓	✓	7.55	250	5.5	✓	✓	✓	✓	Feb 16	★★★★★

**E-CLASS**

**For:** Technology, status symbol. **Against:** Price. **Verdict:** Executive alternative to Audi.

**Alternatives:** 1. Audi A6 2. BMW 5 Series 3. Jaguar XF 4. Volvo S80



E 200	58.34	1991/4	7A	300	184	1720	80	540	245/45 R17	✓	✓	9.84	233	9.0	✓	✓	✓	✓	Nov 13	★★★★★
E 250 CDI	62.00	2143/4	7A	500	204	1800	80	540	245/45 R17	✓	✓	8.93	242	10.87	✓	✓	✓	✓	Sep 13	★★★★★
E 350 CDI	73.07	2967/6	7A	620	265	1915	80	540	245/45 R17	✓	✓	6.99	250	9.38	✓	✓	✓	✓	Feb 15	★★★★★
AMG E 63	165.80	5461/8	7A	720	557	1845	66	540	285/35 R18	✓	✓	4.89	250	4.25	✓	✓	✓	✓	Dec 13	★★★★★
E 400 Cabriolet	101.08	2996/6	7A	480	333	1845	66	390	235/45 R17	✓	✓	6.2	250	5.88	✓	✓	✓	✓	Sep 15	★★★★★

**CLS-CLASS**

**For:** Distinctive, better to drive than the E-Class. **Against:** Lack of rear head room. **Verdict:** Refreshing new looks.

**Alternatives:** 1. BMW 6 Series Gran Coupé 2. Maserati Ghibli



CLS 250 d	98.53	2143/4	7A	500	204	1735	59	475	245/45 R17	✓	✓	NA	242	NA	✓	✓	✓	✓	NA	NA
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**S-CLASS**

**For:** Luxury, comfort. **Against:** Price. **Verdict:** Elegant looks with top-of-the-line luxury features.

**Alternatives:** 1. Audi A8 2. Jaguar XJ 3. BMW 7 Series 4. Maserati Quattroporte



S 350 d L	138.17	2987/6	7A	620	258	2132	70	530	245/50 R18	✓	✓	7.94	250	8.75	✓	✓	✓	✓	Jul 14	★★★★★
S 500 L	172.20	4663/8	7A	700	455	2200	80	530	245/45 R19	✓	✓	5.51	250	4.87	✓	✓	✓	✓	Jan 14	★★★★★
AMG S 63 L	307.29	5461/8	7A	900	585	2070	70	510	285/40 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

**MAYBACH S-CLASS**

**For:** Luxury, comfort, the tag of 'World's Best Car'. **Against:** Not much. **Verdict:** The flagship Mercedes, with a legendary badge.

**Alternatives:** 1. Rolls-Royce Ghost 2. Bentley Flying Spur



Maybach S 500	202.31	4663/8	9A	700	455	2280	80	500	245/45 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Maybach S 600	340.03	5980/12	7A	830	530	2335	80	500	275/40 R19	✓	✓	6.15	250	NA	✓	✓	✓	✓	Nov 15	★★★★★

**S-CLASS COUPÉ**

**For:** Luxury, dynamics, equipment. **Against:** Price, weight. **Verdict:** S-Class luxury in a driver's car with two less doors.

**Alternatives:** 1. Maserati GranTurismo 2. Bentley Continental GT 3. Aston Martin Vantage



S 500 Coupé	263.77	4663/8	9A	700	455	2030	80	400	245/50 R18	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
AMG S 63 Coupé	336.56	5461/8	7A	900	585	2070	80	400	255/45 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

**SLK-CLASS**

**For:** A full-fledged sports car. **Against:** Price. **Verdict:** Have the money? Buy it.

**Alternatives:** 1. Audi TT 2. Porsche Boxster 3. BMW Z4



SLK 350	98.34	3498/6	7A	370	306	1570	60	335	245/40 R17	✓	✓	6.9	250	7.7	✓	✓	✓	✓	Nov 11	★★★★★
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**AMG GT**

**For:** Performance, presence. **Against:** Price. **Verdict:** Raw, exciting sports car that able.

**Alternatives:** 1. Porsche 911 Turbo 2. Jaguar F-Type R Coupé 3. Maserati GranTurismo



AMG GT S	258.52	3982/8	7A	650	510	1645	75	350	295/30 ZR20	✓	✓	NA	310	NA	✓	✓	✓	✓	NA	NA
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**GLA-CLASS**

**For:** Build quality, all-weather ability. **Against:** Not really for the off-road. **Verdict:** Compact crossover with the three-pointed star.

**Alternatives:** 1. Audi Q3 2. Volvo V40 Cross Country 3. BMW X1 4. MINI Countryman



GLA 200 Sport	40.74	1991/4	7A	300	184	1525	50	421	235/50 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
GLA 200 d Style	39.03	2143/4	7A	300	136	1585	50	421	235/50 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
GLA 200 d Sport	42.64	2143/4	7A	300	136	1585	50	421	235/50 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
AMG GLA 45 4MATIC	94.87	1991/4	7A	450	360	1580	56	421	235/45 R19	✓	✓	6.71	250	NA	✓	✓	✓	✓	Dec 14	★★★★★

**GLE-CLASS**

**For:** Great soft-roader with a brand image. **Against:** Equipment level. **Verdict:** State-of-the-art technology and looks.

**Alternatives:** 1. BMW X5 2. Volvo XC60 3. Porsche Cayenne



GLE 250 d 4MATIC	72.71	2143/4	9A	500	204	2150	70	690	255/55 R18	✓	✓	NA	212	NA	✓	✓	✓	✓	NA	NA
GLE 350 d 4MATIC	85.95	2987/6	9A	620	258	2175	70	690	255/50 R19	✓	✓	NA	224	NA	✓	✓	✓	✓	NA	NA
GLE 450 AMG Coupé	107.12	2996/6	9A	520	367	2220	93	650	315/40 R21	✓	✓	6.45	250	6.38	✓	✓	✓	✓	Feb 16	★★★★★



MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY (C/CYLINDERS)	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT (IN KG)	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KM/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIRBAGS	MUSIC SYSTEM	ALLOY WHEELS	TESTED	OVERALL RATING
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## GL-CLASS

**For:** Build quality, go-anywhere ability. **Against:** Expensive, bland styling. **Verdict:** Joint family car for jewellers and businessmen.

**Alternatives:** 1. Audi Q7 2. Volvo XC90 3. Land Rover Range Rover Sport 4. Toyota Land Cruiser 200



GL 350 CDI 4MATIC	94.63	2987/6	7A	620	258	2175	100	620	295/40 R21	✓	✓	8.76	220	7.75	✓	✓	✓	✓	Aug 13	★★★★★
AMG GL 63 4MATIC	230.94	5461/8	7A	760	557	2580	100	620	295/40 R21	✓	✓	5.63	250	4.25	✓	✓	✓	✓	Jun 14	★★★★★

## G-CLASS

**For:** Performance, off-road capability. **Against:** Price, fuel efficiency. **Verdict:** The car to have if you want to be different.

**Alternatives:** 1. Porsche Cayenne Turbo 2. Land Rover Range Rover Sport



AMG G 63 4MATIC	256.43	5461/8	7A	760	544	2550	96	480	275/50 R20	✓	✓	5.86	210	NA	✓	✓	✓	✓	NA	NA
AMG G 63 4M Crazy Colour	278.86	5461/8	7A	760	544	2550	96	480	275/50 R20	✓	✓	5.86	210	NA	✓	✓	✓	✓	Nov 15	★★★★★

## MINI

### COOPER

**For:** Performance, looks. **Against:** Ride quality, no spare wheel, space, price. **Verdict:** Iconic small car with a hefty price-tag.

**Alternatives:** 1. FIAT 500 2. Mercedes-Benz A-Class 3. BMW 1 Series 4. Volvo V40



Cooper D 3-door	28.50*	1496/3	6A	270	115	1225	40	211	195/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Cooper D 5-door	31.90*	1496/3	6A	270	115	1280	40	278	195/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Cooper S 3-door	31.50*	1998/4	6A	280	192	1220	44	211	195/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Cooper Convertible	33.90*	1598/4	6A	160	122	1165	40	125	195/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

### COOPER COUNTRYMAN

**For:** A big and spacious MINI. **Against:** Ride quality, price, no spare wheel. **Verdict:** Buy the Countryman if you want a MINI.

**Alternatives:** 1. Audi Q3 2. Volvo V40 Cross Country 3. BMW X1 4. Mercedes-Benz B-Class, GLA-Class



D Countryman	36.50*	1995/4	6A	270	112	1310	47	350	205/45 R17	✓	✓	11.1	NA	11.62	✓	✓	✓	✓	NA	NA
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## NISSAN

### MICRA

**For:** Good space given its compact footprint, visibility, easy to drive. **Against:** Engine refinement, build doesn't feel tough enough.

**Verdict:** Value-for-money hatchback. **Alternatives:** 1. Volkswagen Polo 2. Hyundai Grand i10 3. Ford Figo



Active XE (P)	4.13	1198/3	5	104	68	860	41	251	155/80 R13	-	-	NA	NA	NA	-	✓	-	-	NA	NA
Active XV SP (P)	5.89	1198/3	5	104	68	860	41	251	165/70 R14	-	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
XL (P)	6.06	1198/3	5	104	76	860	41	251	165/70 R14	-	-	13.51	NA	15.1	✓	✓	-	-	NA	NA
XL CVT (P)	7.76	1198/3	CVT	104	76	860	41	251	175/60 R15	-	✓	17.2	140.3	10.5	✓	✓	✓	✓	Sep 13	★★★★★
XE DCi	6.85	1461/4	5	160	64	945	41	251	165/70 R14	-	-	15.21	NA	17.1	-	✓	-	-	NA	NA
XV Premium DCi	8.88	1461/4	5	160	64	945	41	251	175/60 R15	-	✓	15.21	166	17.1	✓	✓	✓	✓	Jan 11	★★★★★

### SUNNY

**For:** Ride quality, interiors and space. **Against:** Fuel efficiency. **Verdict:** Comfortable car, especially if chauffeur-driven

**Alternatives:** 1. Mahindra Verito 2. Tata Manza 3. Ford Fiesta 4. Toyota Etios 5. Maruti-Suzuki Swift DZire



XE (P)	8.67	1498/4	5	134	99	998	41	490	185/70 R14	-	✓	12.8	NA	11.75	F	✓	-	-	NA	NA
XL CVT (P)	11.15	1498/4	CVT	134	101	1040	41	490	185/70 R14	-	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
XE DCi	10.23	1461/4	5	200	86	1092	41	490	185/65 R14	-	✓	13.44	168.3	15.75	F	✓	-	-	NA	NA
XV Premium DCi	12.85	1461/4	5	200	86	1097	41	490	185/65 R15	-	✓	13.44	168.3	15.75	✓	✓	✓	✓	Mar 12	★★★★★

### TERRANO

**For:** Handling, ride quality. **Against:** Rear leg space. **Verdict:** A well-engineered car and good value for money.

**Alternatives:** 1. Force Motors Force One 2. Mahindra Scorpio 3. Renault Duster



XL Petrol	12.81	1598/4	5	145	104	1755	50	475	215/65 R16	-	✓	NA	NA	NA	✓	✓	✓	-	NA	NA
XE dCi 85	12.94	1461/4	5	200	85	1749	50	475	215/65 R16	-	-	NA	NA	NA	✓	✓	-	-	NA	NA
XL O dCi 85	14.54	1461/4	5	200	85	1764	50	475	215/65 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
XL dCi 110	14.77	1461/4	6	248	110	1759	50	475	215/65 R16	-	✓	12.46	169	12.25	✓	✓	✓	✓	NA	NA
XV Premium dCi 110	16.32	1461/4	6	248	110	1787	50	475	215/65 R16	-	✓	12.46	169	12.25	✓	✓	✓	✓	Jan 14	★★★★★

### TEANA

**For:** Refinement, space, features. **Against:** Outright performance, service, spares. **Verdict:** An exceptionally good car for those who like being chauffeur-driven.

**Alternatives:** 1. Skoda Superb 2. Audi A3



250 XL	26.13	2496/6	4A	228	182	1506	70	448	205/65 R16	✓	✓	10.58	205	10.25	✓	✓	✓	✓	NA	NA
250 XV	30.69	2496/6	4A	228	182	1537	70	448	215/55 R17	✓	✓	10.58	205	10.25	✓	✓	✓	✓	Oct 09	★★★★★

### X-TRAIL

**For:** Compact size, capable soft-roader. Decent off-roading ability. **Against:** Lack of lowdown power, not a serious off-roader, lack of third-row seats. **Verdict:** Good soft-roader with automatic option.

**Alternatives:** 1. Toyota Fortuner 2. Hyundai Santa Fe



LE MT	28.34	1995/4	6	320	150	1618	65	603	215/65 R16	-	✓	10.75	197	14.0	✓	✓	✓	✓	NA	NA
SLX MT	31.41	1995/4	6	320	150	1630	65	603	215/60 R17	✓	✓	10.75	197	14.0	✓	✓	✓	✓	Oct 09	★★★★★
SLX AT	33.69	1995/4	6A	320	150	1663	65	603	215/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY (CC/CYLINDERS)	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT (IN KG)	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KM/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIRBAGS	MUSIC SYSTEM	ALLOY WHEELS	TESTED	OVERALL RATING
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## PORSCHE

### BOXSTER

**For:** Handling, sports car feel with a soft top. **Against:** Price. **Verdict:** The first step into the Porsche sports car family.

**Alternatives:** 1. BMW Z4 2. Mercedes-Benz SLK-Class



Boxster S	100.14*	3436/6	7A	360	315	1370	64	280	265/45 ZR18	✓	✓	NA	277	NA	✓	✓	✓	✓	NA	NA
Boxster GTS	112.90*	3436/6	7A	370	330	1375	64	280	265/35 ZR20	✓	✓	5.81	279	5.25	✓	✓	✓	✓	Aug 15	★★★★★

### CAYMAN

**For:** Probably the best handling sportscar on sale today. **Against:** Price, thanks to our import duty structure.

**Verdict:** If you can't afford a 911, this is your best bet. **Alternatives:** 1. Audi TT 2. Jaguar F-Type V6



Cayman S	102.60*	3436/6	7A	370	325	1350	64	150	265/40 ZR19	✓	✓	6.2	283	NA	✓	✓	✓	✓	Nov 13	★★★★★
Cayman GTS	115.36*	3436/6	7A	380	340	1345	64	150	265/35 ZR20	✓	✓	NA	285	NA	✓	✓	✓	✓	NA	NA
Cayman GT4	127.46*	3800/6	6	420	385	1340	54	150	265/35 ZR20	✓	✓	NA	295	NA	✓	✓	✓	✓	NA	NA

### 911

**For:** Over 50 years later, still one of the most desired and revered sports cars. **Against:** Price.

**Verdict:** Iconic sportscar keeps getting better. **Alternatives:** 1. Jaguar F-Type V8 2. Audi R8 3. Aston Martin Vantage



Carrera	135.49*	3436/6	7A	390	350	1380	64	135	285/35 R19	✓	✓	NA	289	NA	✓	✓	✓	✓	NA	NA
Carrera 4	145.30*	3436/6	7A	390	350	1430	68	125	295/35 R19	✓	✓	NA	285	NA	✓	✓	✓	✓	NA	NA
Carrera S	155.61*	3800/6	7A	440	400	1395	64	135	295/30 R20	✓	✓	NA	304	NA	✓	✓	✓	✓	NA	NA
Carrera 4S	164.94*	3800/6	7A	440	400	1445	68	125	305/30 R20	✓	✓	5.23	299	NA	✓	✓	✓	✓	Apr 13	★★★★★
Targa 4	156.10*	3436/6	7A	390	350	1560	68	125	295/35 R19	✓	✓	NA	282	NA	✓	✓	✓	✓	NA	NA
Targa 4S	175.25*	3800/6	7A	440	400	1575	68	125	305/30 R20	✓	✓	5.59	296	NA	✓	✓	✓	✓	May 15	★★★★★
Targa 4 GTS	189.48*	3800/6	7A	440	430	1580	68	125	305/30 R20	✓	✓	NA	301	NA	✓	✓	✓	✓	NA	NA
Turbo	210.10*	3800/6	7A	660	520	1595	68	135	305/30 R20	✓	✓	NA	315	NA	✓	✓	✓	✓	NA	NA
Turbo S	252.32*	3800/6	7A	700	560	1605	68	135	305/30 R20	✓	✓	NA	318	NA	✓	✓	✓	✓	NA	NA
GT3	197.34*	3799/6	7A	440	475	1430	64	125	305/30 R20	✓	✓	NA	315	NA	✓	✓	✓	✓	NA	NA

### 911 CABRIOLET

**For:** Performance, style. **Against:** Price. **Verdict:** 911 performance with the top down.

**Alternatives:** 1. Jaguar F-Type 2. Maserati GranCabrio 3. Ferrari California T



Carrera	148.25*	3436/6	7A	390	350	1450	64	135	285/35 R19	✓	✓	NA	286	NA	✓	✓	✓	✓	NA	NA
Carrera 4	158.07*	3436/6	7A	390	350	1500	68	125	295/35 R19	✓	✓	NA	282	NA	✓	✓	✓	✓	NA	NA
Carrera S	167.88*	3800/6	7A	440	400	1465	64	135	295/30 R20	✓	✓	NA	301	NA	✓	✓	✓	✓	NA	NA
Carrera 4S	177.70*	3800/6	7A	440	400	1515	68	125	295/30 R20	✓	✓	NA	296	NA	✓	✓	✓	✓	NA	NA
Turbo	223.85*	3800/6	7A	660	520	1665	68	135	305/30 R20	✓	✓	NA	315	NA	✓	✓	✓	✓	NA	NA
Turbo S	267.04*	3800/6	7A	700	560	1675	68	135	305/30 R20	✓	✓	NA	318	NA	✓	✓	✓	✓	NA	NA

### MACAN

**For:** A sports car with high ground clearance. **Against:** Price. **Verdict:** A compact SUV off the road, a sports car on it.

**Alternatives:** 1. Land Rover Range Rover Evoque 2. Mercedes-AMG GLA 45



Macan S Diesel	98.18*	2967/6	7A	580	245	1880	60	500	255/55 R18	✓	✓	7.22	204	13.52	✓	✓	✓	✓	Aug 14	★★★★★
Macan Turbo	108.98*	3604/6	7A	550	400	1925	75	500	255/55 R18	✓	✓	5.23	266	NA	✓	✓	✓	✓	Jun 15	★★★★★

### CAYENNE

**For:** A big sports car with high ground clearance. **Against:** Price and fuel efficiency. **Verdict:** If you want a car with a

good ground clearance and performance, this is it. **Alternatives:** 1. BMW X5 2. Land Rover Range Rover Sport 3. Audi Q7



Cayenne Diesel	102.10*	2967/6	8A	550	245	2110	85	670	255/55 R18	✓	✓	NA	221	NA	✓	✓	✓	✓	NA	NA
Cayenne S Diesel	118.80*	4134/8	8A	850	385	2215	85	670	255/55 R18	✓	✓	NA	252	NA	✓	✓	✓	✓	NA	NA
Cayenne	97.55*	3598/6	8A	400	300	2040	85	670	255/55 R18	✓	✓	NA	230	NA	✓	✓	✓	✓	NA	NA
Cayenne S	116.34*	3604/6	8A	550	420	2085	85	670	255/55 R18	✓	✓	NA	259	NA	✓	✓	✓	✓	NA	NA
Cayenne GTS	137.62*	3604/6	8A	600	440	2110	85	670	255/55 R18	✓	✓	NA	262	NA	✓	✓	✓	✓	NA	NA
Cayenne Turbo	174.76*	4806/8	8A	750	520	2185	100	670	265/50 R19	✓	✓	NA	279	NA	✓	✓	✓	✓	NA	NA
Cayenne Turbo S	247.92*	4806/8	8A	800	570	2235	100	670	275/45 R20	✓	✓	NA	284	NA	✓	✓	✓	✓	NA	NA

### PANAMERA

**For:** Luxury and performance. **Against:** Price. **Verdict:** A 2+2 grand touring package from Porsche.

**Alternatives:** 1. Bentley Flying Spur 2. Aston Martin Rapide 3. Mercedes-Benz S-Class



Panamera	114.87*	3604/6	7A	400	310	1730	80	445	275/45 ZR18	✓	✓	NA	259	NA	✓	✓	✓	✓	NA	NA
Panamera 4	117.32*	3604/6	7A	400	310	1820	80	445	275/45 ZR18	✓	✓	NA	257	NA	✓	✓	✓	✓	NA	NA
Panamera Diesel	113.98*	2967/6	8A	550	250	1900	80	445	275/45 ZR18	✓	✓	6.71	244	9.0	✓	✓	✓	✓	Mar 14	★★★★★
Panamera GTS	147.27*	4806/8	7A	520	440	1925	100	445	275/45 ZR18	✓	✓	NA	288	NA	✓	✓	✓	✓	NA	NA
Panamera Turbo	181.63*	4806/8	7A	700	520	1970	100	432	285/40 ZR19	✓	✓	NA	305	NA	✓	✓	✓	✓	NA	NA
Panamera Turbo S	228.75*	4806/8	7A	750	570	1995	100	432	285/40 ZR19	✓	✓	NA	310	NA	✓	✓	✓	✓	NA	NA



MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY (C/CYLINDERS)	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT (IN KG)	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KM/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIRBAGS	MUSIC SYSTEM	ALLOY WHEELS	TESTED	OVERALL RATING
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## PREMIER AUTO

### RIO

**For:** Creates a new segment in India, efficient diesel engine. **Against:** Overall quality could be better.

**Verdict:** A decent offering by Premier, could do with better finishing on the inside. **Alternatives:** Mahindra KUV100



GX	7.06	1173/4	5	104	76.6	1080	46	454	205/70 R15	-	-	NA	NA	NA	✓	-	-	-	NA	NA
GLX	7.37	1173/4	5	104	76.6	1080	46	454	205/70 R15	-	✓	NA	NA	NA	✓	-	✓	✓	NA	NA
CRDi4 DX	7.63	1248/4	5	189	72	1145	46	NA	205/70 R15	-	-	NA	NA	NA	✓	-	✓	✓	NA	NA
CRDi4 LX	7.98	1248/4	5	189	72	1145	46	NA	205/70 R15	-	✓	NA	NA	NA	✓	-	✓	✓	NA	NA

## RENAULT

### KWID

**For:** Ride, handling, space, practicality. **Against:** Safety equipment. **Verdict:** Very capable compact car with excellent ride quality.

**Alternatives:** 1. Hyundai Eon 2. Maruti Suzuki Alto 3. Datsun Go



Std	2.57*	799/3	5	72	54	630	28	300	155/80 R13	-	-	18.97	135	17.75	-	-	-	-	NA	NA
RxT(0)	3.53*	799/3	5	72	54	660	28	300	155/80 R13	-	-	18.97	135	17.75	F	D	✓	0	Dec 15	★★★★☆

### PULSE

**For:** Space, visibility. **Against:** Engine refinement, build quality. **Verdict:** Needs to be better to take on the competition.

**Alternatives:** 1. Volkswagen Polo 2. Ford Figo 3. Hyundai Grand i10 4. Maruti Suzuki Swift 5. Nissan Micra



RxL (P)	5.77	1198/3	5	104	76	NA	41	251	NA	-	-	NA	NA	NA	-	✓	-	-	NA	NA
RxL DCi	7.12	1461/4	5	160	64	NA	41	251	165/70 R14	-	✓	15.2	166	17.1	-	✓	-	-	NA	NA
RxZ DCi	7.93	1461/4	5	160	64	NA	41	251	175/60 R15	-	✓	15.2	166	17.1	✓	✓	✓	✓	Mar 12	★★★★☆

### SCALA

**For:** NA **Against:** NA **Verdict:** NA

**Alternatives:** 1. Ford Fiesta 2. Maruti Suzuki Ciaz 3. Nissan Sunny



RxL (P)	8.80	1498/4	5	134	99	1010	41	490	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
RxL DCi	10.14	1461/4	5	200	86	1085	41	490	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
RxZ DCi	10.60	1461/4	5	200	86	1085	41	490	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

### FLUENCE

**For:** Good ride quality, looks. **Against:** Underpowered engine. **Verdict:** Good D-segment alternative.

**Alternatives:** 1. Skoda Octavia 2. Toyota Corolla Altis 3. Hyundai Elantra



Diesel E2	17.20	1461/4	6	240	110	NA	NA	NA	205/60 R16	✓	✓	12.79	181	13.25	✓	✓	✓	✓	Sep 11	★★★★☆
Diesel E4	19.06	1461/4	6	240	110	NA	NA	NA	205/60 R16	✓	✓	12.79	181	13.25	✓	✓	✓	✓	NA	NA

### LODGY

**For:** Space, practicality, flexibility. **Against:** Fit-and-finish. **Verdict:** Extremely capable and practical people carrier.

**Alternatives:** 1. Honda Mobilio 2. Mahindra Xylo 3. Toyota Innova



DCi85 Std 8-st	9.65	1498/4	5	200	86	1345	50	207	185/65 R15	-	-	NA	NA	NA	✓	-	-	-	NA	NA
DCi85 RxZ 8-st	13.13	1461/4	5	200	86	1345	50	207	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
DCi110 RxL 8-st	12.16	1461/4	6	245	110	1368	50	207	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
DCi110 RxZ 7-st	14.20	1461/4	6	245	110	1368	50	207	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
DCi110 Stepway 7-st	12.29*	1461/4	6	245	110	1368	50	207	185/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

### DUSTER

**For:** Handling, ride quality, safety. **Against:** Rear leg space, quality of plastics. **Verdict:** Well-engineered car, great value for money.

**Alternatives:** 1. Mahindra XUV500 2. Nissan Terrano 3. Hyundai Creta



Petrol RxE	9.55	1598/4	5	145	104	1204	50	475	215/65 R16	-	-	NA	NA	NA	✓	-	-	-	NA	NA
Petrol RxL	10.84	1598/4	5	145	104	1204	50	475	215/65 R16	-	-	NA	NA	NA	✓	-	✓	-	NA	NA
DCi85 RxE	10.56	1461/4	5	200	85	1222	50	475	215/65 R16	-	-	NA	NA	NA	✓	-	-	-	NA	NA
DCi85 Explore	11.67	1461/4	5	200	85	1222	50	475	215/65 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
DCi110 Explore	12.96	1461/4	6	248	110	1245	50	475	215/65 R16	-	✓	12.46	168.4	12.25	✓	✓	✓	✓	NA	NA
DCi110 RxZ+ 0 Nav	15.94	1461/4	6	248	110	1245	50	475	215/65 R16	-	✓	12.46	168.4	12.25	✓	✓	✓	✓	Oct 12	★★★★☆
DCi110 RxZ AWD	16.26	1461/4	6	245	110	1334	50	410	215/65 R16	✓	✓	14.35	165.9	11.25	✓	✓	✓	✓	Oct 14	★★★★☆

### KOLEOS

**For:** NA. **Against:** NA. **Verdict:** NA.

**Alternatives:** 1. Hyundai Santa Fe 2. Nissan X-Trail



Koleos 4x2 MT	27.47	1995/4	6	320	150	1692	65	450	225/60 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Koleos 4x4 MT	31.24	1995/4	6	360	173	1750	65	450	225/60 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Koleos 4x4 AT	32.14	1995/4	6A	360	173	1794	65	450	225/60 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA



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## ROLLS-ROYCE

### GHOST

**For:** Luxury, brand value. **Against:** Price? **Verdict:** The most attainable step to the iconic British luxury brand.

**Alternatives:** 1. Mercedes-Maybach S 600 2. Bentley Flying Spur

Ghost	450.00*	6592/12	8A	780	571	2360	82.5	490	255/50 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Ghost Extended	535.00*	6592/12	8A	780	571	2420	82.5	490	255/50 R19	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA

### DAWN

**For:** Luxury, presence. **Against:** Price. **Verdict:** Need a super-luxury drop-top? It doesn't really get better than this.

**Alternatives:** 1. Bentley Continental GTC Speed

Dawn	80	6592/12	8A	780	571	2560	NA	295	285/40 R20	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
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### WRAITH

**For:** Road presence. **Against:** Price. **Verdict:** The definitive high-roller.

**Alternatives:** 1. Bentley Continental GT Speed 2. Ferrari FF 3. Mercedes-AMG S 63 Coupé

Wraith	466.00*	6592/12	8A	800	632	2360	83	470	285/40 R20	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
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### PHANTOM

**For:** Massive presence. **Against:** Massive presence. **Verdict:** Out of my way, little man.

**Alternatives:** 1. Bentley Mulsanne

Phantom	800.00*	6749/12	8A	720	460	2560	100	460	285/45 R21	✓	✓	NA	240	NA	✓	✓	✓	✓	NA	NA
Phantom Extended	900.00*	6749/12	8A	720	460	2670	100	460	285/45 R21	✓	✓	NA	240	NA	✓	✓	✓	✓	NA	NA
Phantom Coupé	80	6749/12	8A	720	460	2580	100	395	285/45 R21	✓	✓	NA	250	NA	✓	✓	✓	✓	NA	NA
Phantom Drophead	80	6749/12	8A	720	460	2630	80	315	285/45 R21	✓	✓	NA	240	NA	✓	✓	✓	✓	NA	NA

## SSANGYONG

### REXTON

**For:** Space, good quality of interiors **Against:** Body-roll, spongy brake feel. **Verdict:** A good pick for those looking for a more affordable option in the segment **Alternatives:** 1. Toyota Fortuner 2. Isuzu MU-7

RX5 (MT)	21.64	2696/5	5	340	162	2760	78	NA	235/75 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
RX6 (MT)	22.50	2696/5	5	340	162	2760	78	NA	235/75 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
RX7 (AT)	24.42	2696/5	5A	402	184	2760	78	NA	235/75 R16	-	✓	10.6	NA	6.87	✓	✓	✓	✓	Dec 12	★★★★☆

## ŠKODA

### RAPID

**For:** Build quality, high speed stability and ride **Against:** Service, engine clatter **Verdict:** Solid car, but let down by poor service.

**Alternatives:** 1. Ford Fiesta 2. Honda City 3. Hyundai Verna 4. Volkswagen Vento

Active MPI	6.99*	1598/4	5	153	105	1145	55	460	185/60 R15	-	-	11.8	188.5	14.1	✓	✓	-	✓	NA	NA
Elegance+ Black MPI	8.82*	1598/4	5	153	105	1145	55	460	185/60 R15	-	✓	11.8	188.5	14.1	✓	✓	✓	✓	Jan 12	★★★★☆
Elegance MPI AT	9.29*	1598/4	6A	153	105	1180	55	460	185/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Elegance+ Black MPI AT	9.82*	1598/4	6A	153	105	1180	55	460	185/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Active TDI	7.99*	1498/4	5	250	105	1206	55	460	185/60 R15	-	-	13.84	176.3	17.5	✓	-	✓	-	NA	NA
Elegance+ Black TDI	9.72*	1498/4	5	250	105	1228	55	460	185/60 R15	-	✓	13.84	176.3	17.5	✓	✓	✓	✓	Nov 14	★★★★☆
Ambition TDI AT	10.79*	1498/4	7A	250	105	1182	55	460	185/60 R15	✓	-	12.74	179.3	17.25	✓	-	✓	-	NA	NA
Elegance+ Black TDI AT	10.92*	1498/4	7A	250	105	1210	55	460	185/60 R15	✓	✓	12.74	179.3	17.25	✓	✓	✓	✓	Nov 14	★★★★☆

### OCTAVIA

**For:** Loaded with technology, performance, equipment list. **Against:** Price. **Verdict:** A genuine D-segmenter loaded with goodies.

**Alternatives:** 1. Volkswagen Jetta 2. Chevrolet Cruze 3. Toyota Corolla Altis 4. Hyundai Elantra

Ambition 1.4 TSI	15.96*	1390/4	6	250	140	1260	50	590	205/55 R16	✓	✓	NA	NA	NA	✓	✓	-	-	NA	NA
Elegance 1.8 TSI AT	19.30*	1798/4	7A	250	180	1376	50	590	205/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Ambition 2.0 TDI	17.55*	1968/4	6	320	143	1340	50	590	205/55 R16	✓	✓	11.14	196.5	13.5	✓	✓	-	-	Aug 14	★★★★☆
Elegance 2.0 TDI AT	20.22*	1968/4	6A	320	143	1395	50	590	205/55 R16	✓	✓	9.52	200	12.75	✓	✓	✓	✓	Dec 14	★★★★☆

### SUPERB

**For:** Performance, comfort, luxury, presence, build, equipment. **Against:** The badge. **Verdict:** Genuinely well-equipped sedan.

**Alternatives:** 1. Nissan Teana 2. Toyota Camry

1.8 TSI (P)	21.26*	1798/4	6	250	160	1586	60	565	205/55 R16	✓	✓	9.25	219	11.62	✓	✓	✓	✓	Jun 10	★★★★☆
1.8 TSI (P) AT	22.89*	1798/4	7A	250	160	1598	60	565	205/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.0 TDI AT	25.78*	1968/4	6A	320	140	1644	60	565	205/55 R16	✓	✓	10.92	198	11.5	✓	✓	✓	✓	May 09	★★★★☆



MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY (C/CYLINDERS)	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT (IN KG)	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KM/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIRBAGS	MUSIC SYSTEM	ALLOY WHEELS	TESTED	OVERALL RATING
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## YETI

**For:** Space, comfort, practicality, safety. **Against:** Styling? **Verdict:** Multi-tasker, offers car comfort and SUV capability.

**Alternatives:** 1. Renault Duster 2. Mahindra XUV500 3. Chevrolet Captiva



Elegance 4x2	19.73*	1968/4	5	250	110	1445	55	416	215/60 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Elegance 4x4	21.40*	1968/4	6	320	140	1543	60	416	215/60 R16	✓	✓	11.63	NA	14.1	✓	✓	✓	✓	Dec 10	★★★★☆

## SUZUKA RACING

### ATV

**For:** NA. **Against:** NA. **Verdict:** NA.

**Alternatives:** NA



A24 110	1.76	110/1	A	NA	7.5	NA	NA	NA	NA x 7	-	-	NA	65	NA	-	-	-	-	NA	NA
A54 125	1.78	125/1	A	NA	8.1	NA	NA	NA	NA x 8	-	-	NA	65	NA	-	-	-	-	NA	NA
A64 250	1.93	250/1	A	NA	17	NA	NA	NA	NA	-	-	NA	80	NA	-	-	-	-	NA	NA

## TATA MOTORS

### NANO

**For:** Sheer value for money, space, price. **Against:** Built to a price. **Verdict:** A real 'car' for a very, very low price.

**Alternatives:** 1. Renault Kwid 2. Maruti Suzuki Alto 800 3. Hyundai Eon



GenX XE	2.14*	624/2	4	51	38	695	24	110	155/65 R12	-	-	NA	NA	NA	-	-	-	-	NA	NA
GenX XT	2.64*	624/2	4	51	38	735	24	110	155/65 R12	-	-	NA	NA	NA	F	-	✓	-	NA	NA
GenX XMA	2.84*	624/2	5A	51	38	755	24	94	155/65 R12	-	-	NA	NA	NA	-	-	-	-	NA	NA
GenX XTA	3.05*	624/2	5A	51	38	765	24	94	155/65 R12	-	-	NA	NA	NA	F	-	✓	-	NA	NA
emax CNG CX	2.78	624/2	4	45	33	745	15	80	155/65 R12	-	-	NA	NA	NA	-	-	-	-	NA	NA
emax CNG LX	3.06	624/2	4	45	33	745	15	80	155/65 R12	-	-	NA	NA	NA	✓	-	-	-	NA	NA

### INDICA

**For:** Frugal diesel, space, economical to run and maintain. **Against:** Refinement, build quality, NVH levels.

**Verdict:** One of the cheapest cars to own and run. **Alternatives:** 1. Chevrolet Sail U-Va 2. Toyota Etios Liva 3. Maruti Suzuki Ritz



eV2 LS CR4	4.80	1396/4	5	140	70	1080	37	220	155/80 R13	-	-	16.02	155.6	18.5	✓	-	-	-	NA	NA
eV2 LX CR4	5.53	1396/4	5	140	70	1080	37	220	165/65 R14	-	-	16.02	155.6	18.5	✓	-	-	-	May 11	★★★★☆

### BOLT

**For:** Space, features. **Against:** Refinement, efficiency. **Verdict:** Decent package which could be much better.

**Alternatives:** 1. Maruti Suzuki Swift 2. Toyota Etios Liva 3. Hyundai Grand i10



Revotron (P) XE	5.15	1193/4	5	140	90	1095	44	210	175/65 R14	-	-	14.78	161.1	12	-	-	-	-	NA	NA
Revotron (P) XT	6.99	1193/4	5	140	90	1125	44	210	175/65 R15	-	✓	14.78	161.1	12	✓	✓	✓	✓	Apr 15	★★★★☆
Quadrajel XE	6.35	1248/4	5	190	75	1132	44	210	175/65 R14	-	-	NA	NA	NA	-	-	-	-	NA	NA
Quadrajel XT	8.08	1248/4	5	190	75	1160	44	210	175/65 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

### ZEST

**For:** Equipment, ride quality, safety. **Against:** Fit-and-finish, petrol engine driveability. **Verdict:** A big step up from the Indigo CS.

**Alternatives:** 1. Maruti Suzuki Swift DZire 2. Hyundai Xcent 3. Mahindra Verito



Revotron (P) XE	5.59	1193/4	5	140	90	1115	44	390	185/60 R15	-	-	14.08	159	11.5	F	-	-	✓	NA	NA
Revotron (P) XT	7.22	1193/4	5	140	90	1135	44	390	185/60 R15	-	✓	14.08	159	11.5	✓	✓	✓	✓	Oct 14	★★★★☆
Quadrajel XE	6.75	1248/4	5	190	75	1152	44	390	185/60 R15	-	-	NA	NA	NA	F	-	-	✓	NA	NA
Quadrajel XT	8.40	1248/4	5	200	90	1155	44	390	185/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
Quadrajel XMA	8.34	1248/4	5A	200	90	1170	44	390	185/60 R15	-	✓	17.37	153.7	15.9	✓	-	✓	✓	Dec 14	★★★★☆
Quadrajel XTA	9.26	1248/4	5A	200	90	1170	44	390	185/60 R15	-	✓	17.37	153.7	15.9	✓	✓	✓	✓	NA	NA

### MANZA

**For:** Value for money, comfort, space. **Against:** Plastic quality. **Verdict:** Tata's best sedan yet

**Alternatives:** 1. Maruti Suzuki Swift DZire 2. Honda Amaze 3. Toyota Etios



Safire GLS (P)	6.65	1368/4	5	116	90	1100	44	460	185/60 R15	-	-	14.41	NA	13.5	-	-	-	-	NA	NA
Safire GEX (P)	8.43	1368/4	5	116	90	1125	44	460	185/60 R15	-	✓	14.41	NA	13.5	✓	-	✓	✓	NA	NA
Quadrajel LS D	6.78	1248/4	5	200	90	1200	44	460	185/60 R15	-	-	14.07	167	17.1	✓	-	✓	-	NA	NA
Quadrajel EX D	9.21	1248/4	5	200	90	1210	44	460	185/60 R15	-	✓	14.07	167	17.1	✓	-	✓	-	NA	NA

### MOVUS

**For:** Practical, spacious, cheap to own and maintain. **Against:** Build quality, ride and handling. **Verdict:** Good, rugged option for tour operators and rural customers. **Alternatives:** 1. Chevrolet Tavera 2. Mahindra Bolero.



DICOR LX	9.24	2179/4	5	250	120	1705	65	NA	235/70 R16	-	-	NA	NA	NA	-	-	-	-	NA	NA
DICOR GX	10.60	2179/4	5	250	120	1705	65	NA	235/70 R16	-	-	NA	NA	NA	✓	-	✓	-	NA	NA



MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY (CC/CYLINDERS)	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT (IN KG)	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KMH (IN SEC)	TOP SPEED (IN KMH)	AVERAGE FUEL ECONOMY (IN KML)	POWER WINDOWS	AIRBAGS	MUSIC SYSTEM	ALLOY WHEELS	TESTED	OVERALL RATING
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## XENON

**For:** Dual-purpose utility. **Against:** Build, ride quality. **Verdict:** Can be used as a pick-up; avoid unless necessary.

**Alternatives:** 1. Mahindra Scorpio Getaway 2. Isuzu D-Max



DICOR 4x2	NA	2956/4	5	300	112	1700	65	NA	215/70 R16	-	-	NA	143	NA	✓	-	-	-	NA	NA
XT EX 4x2	10.77	2179/4	5	320	140	1900	65	NA	235/70 R16	-	✓	NA	NA	NA	✓	-	✓	✓	NA	NA
XT EX 4x4	11.89	2179/4	5	320	140	1990	65	NA	235/70 R16	-	✓	NA	NA	NA	✓	-	✓	✓	NA	NA

## SAFARI

**For:** Big, spacious, rides well, mile munching capability. **Against:** Not efficient, build, refinement, body roll.

**Verdict:** Big, spacious and comfortable, but not nimble. **Alternatives:** 1. Force One 2. Mahindra Scorpio



LX DICOR 4x2	10.07	2179/4	5	320	140	2115	65	981	235/70 R16	-	-	15.2	159.2	9.0	✓	-	-	-	NA	NA
EX DICOR 4x2	11.51	2179/4	5	320	140	2115	65	981	235/70 R16	-	✓	15.2	159.2	9.0	✓	-	✓	-	Nov 07	★★★★☆

## SAFARI STORME

**For:** Space, off-road ability, soft ride. **Against:** Build, handling. **Verdict:** If you want an affordable big SUV, this is it.

**Alternatives:** 1. Force One 2. Mahindra Scorpio



LX	12.33	2179/4	5	320	150	2000	55	981	235/70 R16	-	✓	NA	NA	NA	✓	-	✓	-	NA	NA
EX	13.24	2179/4	5	320	150	2000	55	981	235/70 R16	-	✓	NA	NA	NA	✓	-	✓	-	NA	NA
VX 4x2	15.16	2179/4	6	400	156	2000	55	981	235/70 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
VX 4x4	16.88	2179/4	6	400	156	2095	55	981	235/70 R16	-	✓	14.38	155.91	NA	✓	✓	✓	✓	Feb 16	★★★★☆

## ARIA

**For:** Gearshift, engine refinement, safety kit. **Against:** Not enough space optimisation, price. **Verdict:** Lots of kit, but too expensive.

**Alternatives:** 1. Toyota Innova 2. Honda Mobilio 3. Renault Lodgy 4. Mahindra Scorpio



Pure 4x2	13.59	2179/4	5	320	140	NA	60	NA	235/70 R16	-	✓	15.38	171	11.6	✓	-	✓	-	NA	NA
Pleasure 4x2	15.09	2179/4	5	320	140	NA	60	NA	235/70 R16	-	✓	15.38	171	11.6	✓	✓	✓	-	Sep 11	★★★★☆
Prestige 4x2	17.04	2179/4	5	320	140	NA	60	NA	235/65 R17	-	✓	15.38	171	11.6	✓	✓	✓	✓	NA	NA
Pride 4x4	18.91	2179/4	5	320	140	NA	60	NA	235/65 R17	✓	✓	15.35	178	10.62	✓	✓	✓	✓	Nov 10	★★★★☆

## TOYOTA

### ETIOS LIVA

**For:** Drivability, space. **Against:** Single wiper doesn't clean windscreen properly, interior quality. **Verdict:** Good value for money.

**Alternatives:** 1. Ford Figo 2. Hyundai Grand i10 3. Nissan Micra



1.2 (P) J	5.68	1197/4	5	104	80	890	45	251	175/65 R14	-	-	14.94	NA	17.75	-	✓	-	-	NA	NA
1.2 (P) VX	7.17	1197/4	5	104	80	920	45	251	175/65 R14	-	✓	14.94	NA	17.75	✓	✓	✓	✓	Aug 11	★★★★☆
D-4D JD	7.25	1364/4	5	170	68	980	45	251	175/65 R14	-	✓	17.01	NA	19.0	✓	✓	-	-	NA	NA
D-4D VXD	8.46	1364/4	5	170	68	980	45	251	175/65 R14	-	✓	17.01	NA	19.0	✓	✓	✓	✓	Oct 11	★★★★☆

### ETIOS CROSS

**For:** NA. **Against:** NA. **Verdict:** NA.

**Alternatives:** 1. Volkswagen Cross Polo



1.2 (P) G	7.21	1197/4	5	104	80	935	45	251	185/60 R15	-	-	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.5 (P) V	8.83	1496/4	5	132	90	950	45	251	185/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
D-4D GD	8.74	1364/4	5	170	68	1015	45	251	185/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
D-4D VD	9.10	1364/4	5	170	68	1030	45	251	185/60 R15	-	✓	17.01	NA	19.0	✓	✓	✓	✓	NA	NA

### ETIOS

**For:** Fuel efficiency, space, driveability. **Against:** Quality of interior plastics. **Verdict:** Good work horse.

**Alternatives:** 1. Hyundai Xcent 2. Mahindra Verito 3. Maruti Suzuki Swift DZire



1.5 (P) J	7.01	1496/4	5	132	90	900	45	595	175/65 R14	-	-	11.57	171	17.75	-	✓	-	-	NA	NA
1.5 (P) VX	8.65	1496/4	5	132	90	930	45	595	185/60 R15	-	✓	11.57	171	17.75	✓	✓	✓	✓	Jan 11	★★★★☆
D-4D JD	8.42	1364/4	5	170	68	1005	45	595	175/65 R14	-	-	16.18	160	18.75	-	✓	-	-	NA	NA
D-4D VXD	10.11	1364/4	5	170	68	1005	45	595	185/60 R15	-	✓	16.18	160	18.75	✓	✓	✓	✓	Oct 11	★★★★☆

### COROLLA ALTIS

**For:** Good mix of performance, interior and ride quality. **Against:** Does not excel in any particular field.

**Verdict:** Potent performer with a Toyota badge. **Alternatives:** 1. Skoda Octavia 2. Hyundai Elantra 3. Volkswagen Jetta



1.8 (P) J+	15.62	1794/4	6	173	140	1180	50	470	195/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.8 (P) GL	19.50	1794/4	6	173	140	NA	50	470	195/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
1.8 (P) VL CVT	21.18	1794/4	CVT	173	140	1270	50	470	205/55 R16	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
D-4D J	16.88	1364/4	6	205	88	1230	50	470	195/65 R15	-	✓	13.35	177.6	17.75	✓	✓	✓	✓	NA	NA
D-4D G	18.93	1364/4	6	205	88	1270	50	470	205/55 R16	-	✓	13.35	177.6	17.75	✓	✓	✓	✓	Aug 14	★★★★☆



MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY (C/CYLINDERS)	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT (IN KG)	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KM/H (IN SEC)	TOP SPEED (IN KM/H)	AVERAGE FUEL ECONOMY (IN KM/L)	POWER WINDOWS	AIRBAGS	MUSIC SYSTEM	ALLOY WHEELS	TESTED	OVERALL RATING
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## CAMRY

**For:** Space, comfort, lavish interior, equipment. **Against:** Size, not performance oriented. **Verdict:** Perhaps the most comfortable chauffeur-driven car in its segment. **Alternatives:** 1. Skoda Superb 2. Nissan Teana



2.5 AT Hybrid	34.69	2494/4	E-CVT	NA	205	1625	65	535	215/55 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
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## PRIUS

**For:** Environment-friendly nature, fuel efficiency. **Against:** Price. **Verdict:** For the environment-conscious car buyer.

**Alternatives:** None as yet



Z5	48.89	1798/4	CVT	142	99	1395	45	NA	195/65 R15	✓	✓	11.68	175.4	16.5	✓	✓	✓	✓	NA	NA
Z6	51.12	1798/4	CVT	142	99	1395	45	NA	195/65 R15	✓	✓	11.68	175.4	16.5	✓	✓	✓	✓	Jul 10	★★★★★

## INNOVA

**For:** Refinement, ride, handling, performance, space, interior. **Against:** Not much. **Verdict:** Capable machine that is tough to fault.

**Alternatives:** 1. Tata Aria 2. Chevrolet Tavera 3. Mahindra Xylo



D-4D G 7-st	15.45	2494/4	5	200	102	1675	55	NA	205/65 R15	-	✓	17.5	151.2	12.0	-	-	-	-	NA	NA
D-4D G 8-st	15.50	2494/4	5	200	102	1660	55	NA	205/65 R15	-	✓	17.5	151.2	12.0	✓	✓	-	-	NA	NA
D-4D VX 8-st	18.59	2494/4	5	200	102	1680	55	NA	205/65 R15	-	✓	17.5	151.2	12.0	✓	✓	✓	✓	Aug 05	★★★★★
D-4D Z 7-st	19.37	2494/4	5	200	102	1700	55	NA	205/65 R15	-	✓	17.5	151.2	12.0	✓	✓	✓	✓	NA	NA

## FORTUNER

**For:** Space, refinement, value. **Against:** Big, cumbersome in traffic. **Verdict:** Good combination of on- and off-road vehicle.

**Alternatives:** 1. Mitsubishi Pajero Sport 2. Chevrolet Captiva 3. Nissan X-Trail



2.5 MT	29.72	2494/4	5	343	144	1850	80	NA	265/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.5 AT	30.94	2494/4	5A	343	144	1880	80	NA	265/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
3.0 MT	29.51	2982/4	5	343	171	1880	80	NA	265/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
3.0 AT	30.73	2982/4	5A	360	171	1890	80	NA	265/65 R17	✓	✓	11.6	179.1	9.12	✓	✓	✓	✓	Apr 12	★★★★★
3.0 4x4 MT	31.76	2982/4	5	343	171	1970	80	NA	265/65 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
3.0 4x4 AT	32.98	2982/4	5A	360	171	2000	80	NA	265/65 R17	✓	✓	12.22	177.86	7.88	✓	✓	✓	✓	Oct 15	★★★★★

## LANDCRUISER PRADO

**For:** Off-road credentials, road presence. **Against:** Price, body roll. **Verdict:** Its a good off roader with a comfortable ride

**Alternatives:** 1. Mercedes-Benz GLE-Class 2. BMW X5 3. Porsche Cayenne



D-4D VX-L	114.93	2982/4	5A	410	173	2380	87	620	265/60 R18	✓	✓	13.2	156	8.9	✓	✓	✓	✓	Jan 10	★★★★★
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## LANDCRUISER 200

**For:** Super-luxurious, smooth, powerful, refined. **Against:** Poor fuel efficiency, expensive to buy and run, old-hat image.

**Verdict:** If you can afford one, think of it as a Lexus LX for bad roads! **Alternatives:** 1. Audi Q7 2. Mercedes-Benz GL-Class



D-4D VX	165.68	4461/8	6A	650	265	2725	93	620	285/60 R18	✓	✓	10.71	210	5.92	✓	✓	✓	✓	Jul 09	★★★★★
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## VOLKSWAGEN

### POLO

**For:** Beautifully built, great interiors, drivability **Against:** Cramped rear, some essential features missing. **Verdict:** Probably the most complete hatchback on sale currently. **Alternatives:** 1. Hyundai Elite i20 2. Toyota Etios Liva 3. Maruti Suzuki Swift



1.2 MPI Trendline	6.12	1198/3	5	110	75	1033	45	280	175/70 R14	-	-	16.64	169	15.4	-	✓	-	-	NA	NA
1.2 MPI Highline	7.41	1198/3	5	110	75	1053	45	280	185/60 R15	-	✓	16.64	169	15.4	✓	✓	✓	✓	Mar 10	★★★★★
Cross Polo MPI	8.09	1198/3	5	110	75	1063	45	280	185/60 R15	-	✓	16.64	169	15.4	✓	✓	✓	✓	NA	NA
GT TSi (P)	9.67	1197/4	7A	175	105	1140	45	280	185/60 R15	✓	✓	10.31	NA	12.87	✓	✓	✓	✓	Jul 13	★★★★★
1.5 TDi Trendline	7.78	1498/4	5	230	90	1126	45	280	175/70 R14	-	-	15.03	156.47	17.5	-	✓	-	-	NA	NA
1.5 TDi Highline	9.09	1498/4	5	230	90	1158	45	280	185/60 R15	-	✓	15.03	156.47	17.5	✓	✓	✓	✓	Aug 14	★★★★★
Cross Polo TDi	9.72	1198/3	5	110	75	1063	45	280	185/60 R15	-	✓	16.64	169	15.4	✓	✓	✓	✓	NA	NA
GT TDi	9.84	1498/4	5	250	105	1158	45	280	185/60 R15	-	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA

### VENTO

**For:** Space, ride quality, handling and build quality **Against:** Availability, engine clatter **Verdict:** A complete sedan.

**Alternatives:** 1. Honda City 2. FIAT Linea 3. Skoda Rapid 4. Hyundai Verna



1.6 MPI Trendline	9.01	1598/4	5	153	105	1120	55	460	175/70 R14	-	✓	11.87	186.2	14.1	✓	✓	✓	-	NA	NA
1.6 MPI Highline	10.61	1598/4	5	153	105	1140	55	460	185/60 R15	-	✓	11.87	186.2	14.1	✓	✓	✓	✓	Oct 10	★★★★★
TSI Comfortline DSG	11.22	1197/4	7A	175	105	1188	55	460	185/60 R15	-	✓	11.68	177.3	12.5	✓	✓	✓	-	NA	NA
TSI Highline DSG	12.00	1197/4	7A	175	105	1204	55	460	185/60 R15	-	✓	11.68	177.3	12.5	✓	✓	✓	✓	Dec 13	★★★★★
TDi Trendline	10.47	1498/4	5	250	105	1190	55	460	175/70 R14	-	✓	13.84	176.3	17.5	✓	✓	✓	-	NA	NA
TDi Highline	12.18	1498/4	5	250	105	1222	55	460	185/60 R15	-	✓	13.84	176.3	17.5	✓	✓	✓	✓	NA	NA
TDi Comfortline DSG	13.19	1498/4	7A	250	105	NA	55	460	185/60 R15	-	✓	12.74	179.3	17.25	✓	✓	✓	-	NA	NA
TDi Highline DSG	13.75	1498/4	7A	250	105	1232	55	460	185/60 R15	-	✓	12.74	179.3	17.25	✓	✓	✓	✓	Dec 14	★★★★★

MODEL NAME	PRICE (IN LAKH RUPEES)	CUBIC CAPACITY (CC/CYLINDERS)	NO. OF GEARS	MAX TORQUE (IN Nm)	MAX POWER (IN PS)	KERB WEIGHT (IN KG)	FUEL TANK CAPACITY (IN LITRES)	BOOT SPACE (IN LITRES)	TYRE SIZE	TRACTION CONTROL	ANTI-LOCK BRAKING SYSTEM	0-100 KMH (IN SEC)	TOP SPEED (IN KMH/H)	AVERAGE FUEL ECONOMY (IN KML/L)	POWER WINDOWS	AIRBAGS	MUSIC SYSTEM	ALLOY WHEELS	TESTED	OVERALL RATING
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## JETTA

**For:** Build quality, steering response, stability, suspension **Against:** Price. **Verdict:** Makes tremendous sense for India.

**Alternatives:** 1. Skoda Octavia 2. Toyota Corolla Altis 3. Chevrolet Cruze



1.4 TSi Trendline	16.56	1390/4	6	200	122	1445	55	527	205/55 R16	-	✓	11.57	NA	11.25	✓	✓	✓	✓	NA	NA
1.4 TSi Comfortline	18.33	1390/4	6	200	122	1445	55	527	205/55 R16	-	✓	11.57	NA	11.25	✓	✓	✓	✓	Aug 12	★★★★☆
2.0 TDi Trendline	18.30	1968/4	6	320	140	1445	55	527	205/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.0 TDi Comfortline	20.58	1968/4	6	320	140	1445	55	527	205/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.0 TDi Highline	22.84	1968/4	6	320	140	1445	55	527	205/55 R16	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
2.0 TDi Highline DSG	24.26	1968/4	6A	320	140	1460	55	527	205/55 R16	✓	✓	10.54	205	14.25	✓	✓	✓	✓	Oct 11	★★★★★

## BEETLE

**For:** Style, design, aura, heritage. **Against:** Price. **Verdict:** The 21st century version of the iconic people's car.

**Alternatives:** 1. MINI Cooper S 2. FIAT Abarth 595 Competizione



1.4 TSI	35.64	1390/4	7A	250	150	1347	NA	NA	195/55 R16	-	✓	NA	202	NA	✓	✓	✓	✓	NA	NA
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## VOLVO

### V40

**For:** Safety, build quality, styling. **Against:** Ride height. **Verdict:** Smart and safe urban luxury hatchback.

**Alternatives:** 1. Mercedes-Benz A-Class 2. BMW 1 Series 3. MINI Cooper



D3 Kinetic	24.75*	1984/5	6A	350	150	1570	60	335	225/50 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
D3 R-Design	27.70*	1984/5	6A	350	150	1575	60	335	225/50 R17	✓	✓	9.48	200	11.0	✓	✓	✓	✓	Aug 15	★★★★★

### V40 CROSS COUNTRY

**For:** Safety, interiors, performance, efficiency. **Against:** Stiff ride, price. **Verdict:** Good option if you don't want a German.

**Alternatives:** 1. Audi Q3 2. Mercedes-Benz GLA-Class 3. BMW X1 4. MINI Countryman



T4 (Petrol)	27.00*	1596/4	6A	240	180	1485	62	324	225/50 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
D3 (Diesel)	32.50*	1984/5	6A	350	150	1582	60	335	225/50 R17	✓	✓	9.48	200	11.0	✓	✓	✓	✓	Aug 13	★★★★★

### S60

**For:** Safety, handling, ride quality, performance. **Against:** Fuel efficiency, price. **Verdict:** Good-looking and sporty Volvo.

**Alternatives:** 1. Audi A4 2. BMW 3 Series 3. Mercedes-Benz C-Class



D4 Kinetic	32.40*	1969/4	8A	400	181	1652	67.5	380	215/50 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
D4 Summum	35.25*	1969/4	8A	400	181	1652	67.5	380	235/40 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
D4 R-Design	40.25*	1969/4	8A	400	181	1652	67.5	380	235/40 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
D5 Summum	38.35*	2400/5	6A	440	215	1680	67.5	380	235/40 R18	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
T6 (Petrol)	42.00*	1969/4	8A	400	306	1675	67.5	380	235/40 R18	✓	✓	NA	230	NA	✓	✓	✓	✓	NA	NA

### S80

**For:** Build quality, safety, comfort. **Against:** Fuel efficiency, brand appeal. **Verdict:** Understated, solidly built luxury car.

**Alternatives:** 1. Audi A6 2. BMW 5 Series 3. Mercedes-Benz E-Class 4. Jaguar XF



D4 Summum	42.58*	1969/4	8A	400	181	1704	70	480	225/50 R17	✓	✓	NA	NA	NA	✓	✓	✓	✓	NA	NA
D5 Summum	46.20*	2400/5	6A	440	215	1730	70	480	225/50 R17	✓	✓	8.10	NA	10.75	✓	✓	✓	✓	NA	NA

### XC60

**For:** Safety, features, style. **Against:** Slow gearbox (D5). **Verdict:** Practical, safe and value for money family luxury car.

**Alternatives:** 1. Audi Q5 2. Land Rover Range Rover Evoque 3. Mercedes-Benz GLE-Class 4. BMW X3



D4 Kinetic	43.50*	1969/4	8A	400	181	1854	70	495	235/65 R17	✓	✓	9.82	197.2	11.0	✓	✓	✓	✓	NA	NA
D4 Summum	46.60*	1969/4	8A	400	181	1854	70	495	235/60 R18	✓	✓	9.82	197.2	11.0	✓	✓	✓	✓	NA	NA
D4 R-Design	52.00*	1969/4	8A	400	181	1854	70	495	235/60 R18	✓	✓	9.82	197.2	11.0	✓	✓	✓	✓	Jul 15	★★★★★
D5 AWD Summum	50.20*	2400/5	6A	440	215	1915	70	495	235/60 R18	✓	✓	9.5	197.7	10.0	✓	✓	✓	✓	Jan 11	★★★★★

### XC90

**For:** Comfort, safety, technology, handling, style. **Against:** Brand value still not up there. **Verdict:** Most advanced Volvo yet.

**Alternatives:** 1. Audi Q7 2. Land Rover Discovery 3. Mercedes-Benz GL-Class 4. BMW X5



D5 Momentum	64.90*	1969/4	8A	470	225	2025	71	368	255/55 R19	✓	✓	9.04	220	9.25	✓	✓	✓	✓	NA	NA
D5 Inscription	77.90*	1969/4	8A	470	225	2030	71	368	275/45 R20	✓	✓	9.04	220	9.25	✓	✓	✓	✓	Jan 16	★★★★★



# Wheeled Weirdness by George Barris

The late custom king is best known for his Batmobile, but repertoires don't get any stranger than this.

Compiled by: Chris Chilton

## 1 THE MUNSTERS' KOACH

Built for the television series from three Model T Fords and featuring a custom hearse body and lanterns for headlights, the Koach was powered by a hopped-up 4.7-litre V8 topped by a ridiculous 10 Stromberg carbs, meaning keeping the thing in tune must have been as scary as the occupants.



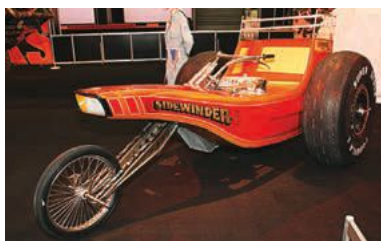
## 2 THE BACK TO THE FUTURE DELOREAN

Barris didn't do the Green Hornet's Black Beauty, the Monkeemobile or the Back to the Future DeLorean, but he often gets the credit. He wasn't always quick to set things straight, to the extent that Universal threatened to customise his bank balance in 2007.



## 3 THE CAR

Imagine Spielberg's classic 'Duel', but with all the believability of the Christmas story and the tension of 70-year-old knicker elastic. That's The Car, a James Brolin, er, vehicle, in which a demonic coupé terrorises small town America. Barris created the monster from a '71 Lincoln Continental.



## 4 SIDEWINDER

With a bike wheel up front and a pair of DC-6 passenger plane wheels at the back, this terrifying chopper trike looked like a recipe for chronic understeer followed by chronic death. Wheelie bars at the back stopped it flipping over when you uncorked the 400-PS Buick V8.

## 5 SUPER VAN

Hot on the heels of Blaxploitation, low-budget vansploitation flick 'Super Van' set out to cash in on the velvet-lined, porthole-festooned commercial trend. The story's so thin IMDB lists 'nipples visible through clothing' in plot keywords, but Barris still delivered, even if the writers didn't, creating a futuristic, laser-shooting MPV from a Dodge Sportsman.



And, of course, the speedo goes up to 11

## 6 VOXMOBILE

Built at the behest of a UK-based guitar and amp manufacturer for promo duties, the Voxmobile was a fully drivable two-seat sports car perfect for stringing bends together. The twin giant Vox Phantom guitars were dummies but it featured a trio of working amplifiers capable of powering 32 guitars and a functional Super Continental organ at the rear.

## 7 BATHTUB BUGGY

Maybe, all the paint fumes had added George's head by 1970 — it's hard to see otherwise how he came up with this sanitation-styled sports car. Built for the World's Fair in Osaka, Japan, it came with a full (bathroom) suite of custom features, including a bath, sink and exhausts like Victorian plumbing.



## 8 HIROHATA MERC

Barris is best known for his outlandish telly cars, but he was also a genuinely influential presence in the early 1950s custom car scene. Built for Bob Hirohata, this 1951 Mercury wasn't the first chopped Merc, but losing the B-pillars turned it into the first hardtop version, and a hot-rod legend.



## 9 ANY CAR


Based on a rear-engined Volkswagen but mashed up with parts from 40 different cars, Any Car was designed to promote a major bank's willingness to lend money for 'any car'. All very silly, except that under the front bonnet there's a tiny electric car for urban travel: prophetic stuff for the 1970s.



## 10 BATMOBILE

Easily Barris's most famous creation, the Batmobile was based on a 1955 Lincoln Futura concept bought by George for \$1 and turned into the caped crusader's car in just three weeks. It recently sold for US \$4.6 million (Rs 30 crore), proving that crime (against taste, at least) does pay.





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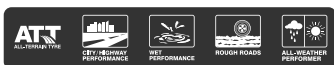




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